CYCLE NEWS

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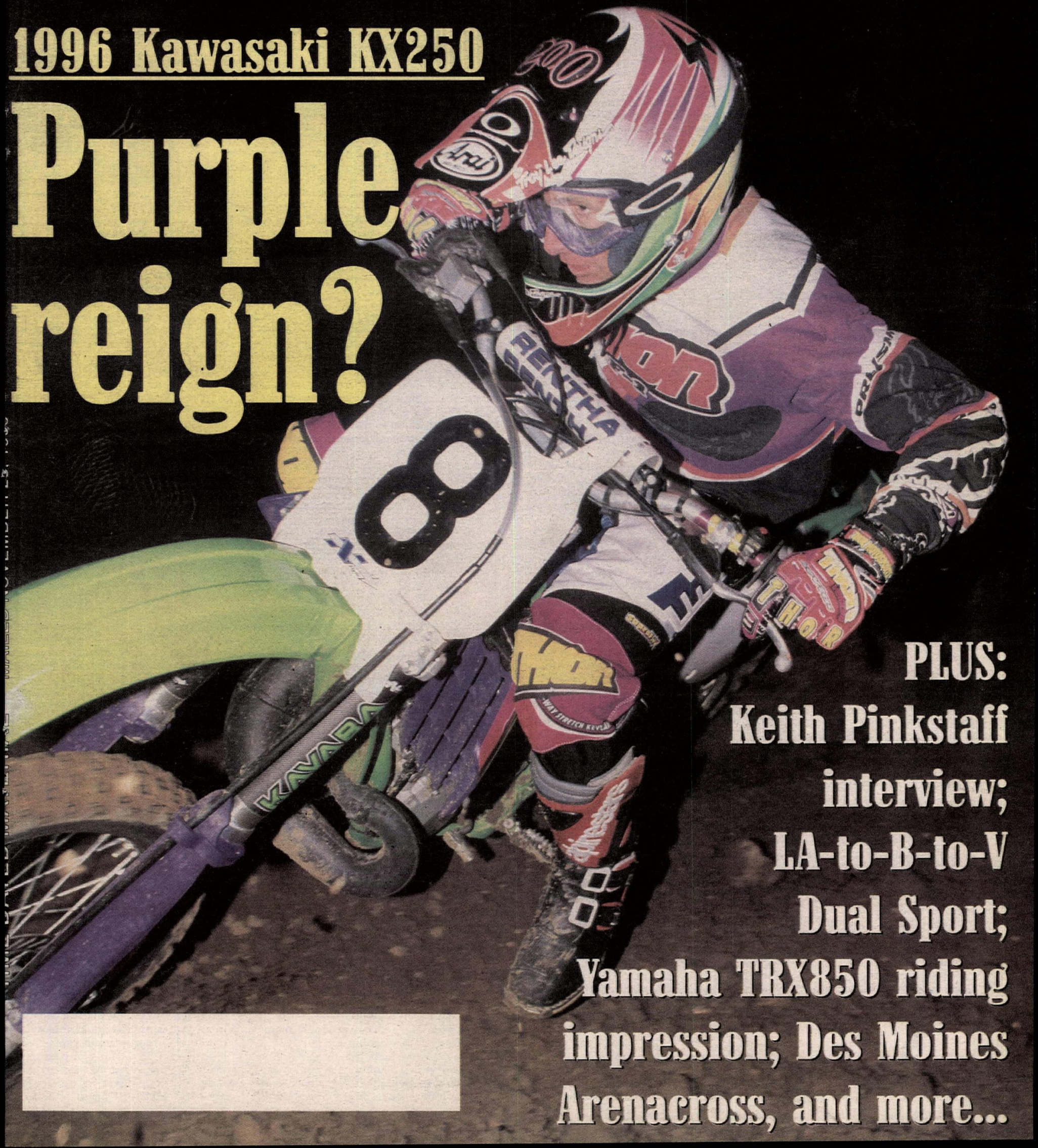


1996 Kawasaki KX250

Purple reign?

PLUS: Keith Pinkstaff interview; LA-to-B-to-V Dual Sport; Yamaha TRX850 riding impression; Des Moines Arenacross, and more...

Ernesto Fonseca (Yam), **Tommy Harrison** (Suz) and **Casey Johnson** (Kaw) were the big award winners in the 24th Annual Florida Winter Olympics, held in Gainesville, Florida on November 23-26. Fonseca was awarded the Arai Helmet Award and the AXO Bronze Boot Award for being the highest-scoring rider in any division and the highest-scoring Youth-division rider. Harrison earned the Scott USA Golden Goggle Award for being the highest-scoring Amateur racer, while Johnson was given the Dunlop Silver Tire Award for being the highest-scoring Expert.

The AMA has announced two new venues for the **1996 AMA Superbike National Championship**. The fourth round of the series will be held at the **Metro-Dade Homestead Motorsports Complex** in Florida, on May 10-12, and the series will conclude with a round at the **Las Vegas Motor Speedway** in Las Vegas, Nevada, on October 3-6. The $58 million Homestead facility features a 2.1-mile road course which utilizes the front and back straights of a super-speedway, and the event will be promoted by Ralph Sanchez, the man who promoted the AMA Nationals held in downtown Miami and 1990 and 1991. Las Vegas Motor Speedway is currently under construction with a completion date slated for the summer of 1996. The facility will feature a 2.5-mile road course.

The AMA has announced the final two nominees for the AMA Pro Athlete of the Year Award: dirt tracker/road racer **Chris Carr** and hillclimber **Paul Pinsonnault**. Those two will join Scott Parker, Miguel DuHamel and Jeremy McGrath as the five nominees. Carr won the Peoria TT for a ninth time in 1995 while also finishing 12th in his rookie season in the AMA Superbike National Championship. Pinsonnault won his third straight AMA 540cc National Hillclimb title in 1995, and he is the first hillclimb racer to be nominated for Athlete of the Year. The award will be presented during the AMA Pro Awards Banquet in Las Vegas, Nevada, on December 16.

While most of the attention in Washington, DC, has been focused on the federal budget battle, motorcyclists have quietly moved closer to scoring two major legislative victories, according to the AMA. The **National Highway System Bill**, which has significant implications for both on- and off-road motorcyclists, has been passed in its final form by the House and Senate. The bill now needs only President Clinton's signature to become law. The version of the bill passed by Congress and now on its way to Clinton's desk includes two hard-fought provisions that would benefit motorcyclists. It would repeal the federal government's attempts to mandate helmet laws in all states and it would provide funding for motorized and non-motorized trails over the next two years.

Although U.S. Suzuki has yet to announce the signing, Australian **Mat Mladin** will team with **Pascal Picotte** and **Aaron Yates** on the Yoshimura Suzuki team for the 1996 AMA Superbike National Championship Series. The 1992 Australian Superbike Champion has signed a one-year contract to ride the team's 1996 Suzuki GSXR750, replacing recently retired Fred Merkel. Mladin, 23, rode a factory Cagiva in the 500cc World Championship in 1993, the season after winning the Australian Superbike crown, but he didn't fare well. "I think a good year will show a lot of people that through all the bad things that happened in 1993 I can still ride half all right," Mladin said in a recent issue of Australian Motorcycle News. "Next year will be a development year to a certain extent, but looking at the figures on paper, in street form the new GSXR is probably the best out there. It's got potential - there's no doubt about that... I just want to do my best and if I do that I think I'll have a shot at the championship." Before taking part in Suzuki's scheduled test at Daytona International Speedway in December, Mladin will finish out the Australian Superbike Championship, in which he is currently third in the point standings.

Former AMA Superbike National Champion **Thomas Stevens** has reached a verbal agreement to ride Kinko's-backed Kawasakis in the 1996 AMA 750 and 600cc Supersport Series. "I have a verbal agreement with Kinko's," Stevens said on Monday, November 27. "Robert Nutt and I are in agreement. I'm very, very happy. It's going to give me an opportunity to go out there and go heads up with what I feel is the best Kawasaki Supersport equipment out there. I just wanted the opportunity to show what I've got and Kinko's is going to give me that opportunity. I'm very excited. I'll have an opportunity to win races and I'm really looking forward to it. Some may say that it's a step backwards, but I feel I have to take a sideways step to get back on a competitive Superbike. I have to show what I'm made of and this will allow me to do just that." Stevens expects to take part in the upcoming Dunlop tire tests at Daytona International Speedway beginning on November 30.

Thomas Stevens has taken the Kawasaki seat left vacated by former Kinko's rider **Thomas Wilson**. Although Harley-Davidson team manager Steve Scheibe wasn't available for comment, Wilson is expected to be aboard the second factory VR1000 Superbike for the 1996 AMA Superbike National Championship. Wilson will join dirt tracker/road racer **Chris Carr** on the two-man team.

It now appears certain that Australian **Damon Buckmaster** will race for Eraldo Ferracci's Fast By Ferracci Ducati team in the 1996 AMA Superbike National Championship. Buckmaster, 22, rode Ferracci's Ducati in the final round of the 1995 AMA Superbike National Championship at Firebird International Raceway, crashing out of the race in the early laps. Buckmaster will compete in the AMA Series and may also do selected rounds of the North American Super Bike Series - as well as testing the new Cagiva 750cc Superbike. Buckmaster will take part in the Michelin tire tests at Daytona on December 12.

Does the name **Jeff Leisk** ring a bell? The former motocross star, who spent a season racing in the AMA Supercross Series, recently won the Thumper Nationals four-stroke MX series in Australia. Leisk, who is the manager for the KTM MX team in Australia, topped fellow Australian MX veteran Glen Bell. Leisk rode a KTM 620LC4.

Jim Castillo of Innovation Sports fame has formed yet another new team to contest the Supercross and National MX Series. Dubbed **AEP Racing**, the squad will consist of **David Castillo**, former Team Peak/Pro Circuit rider **Buddy Antunez** and former Suzuki factory riders **Phil Lawrence** and **Denny Stephenson**. The four-man team will compete aboard Kawasakis in the 250cc Supercross Series. Lawrence and Castillo will contest the 250cc National Championship Series, while Antunez and Stepehenson will race the 125cc National Championship Series. According to Castillo, the team will pit out of a fifth-wheel trailer and travel to the races in their personal Falcon 10 eight-seat jet. Additional team sponsors include Matra/Datavision, Enzo Racing, Alpinestars and Xtreme. Castillo also reports that the team bikes will be outfitted with one-piece bodywork, and replica machines will be available for sale.

Riders interested in obtaining a **Yamaha YZ167 kit** like the one we tested several months ago in *Cycle News* can contact **Rick Peterson Motorsports** at 1011 San Bernardino Rd., Covina, CA 91722, 818/967-0736 or 818/967-3052. The kit was previously available through YKP Racing, but the franchise was recently sold. Peterson also has oversize kits available for Suzuki, Honda and Kawasaki 125s.

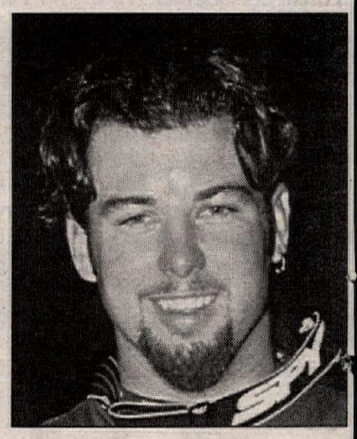
Five major manufacturers will be represented at the **Third Annual Honda Hoot Rally** in Asheville, North Carolina, on June 19-22, 1996, according to Honda. Demo ride teams from Honda, BMW, Harley-Davidson and Yamaha will offer rides on their latest models and Triumph will display their new bikes. "This is something we've been trying to accomplish for several years," said Gary Smith, the rally coordinator. "We've been asked why Honda would invite other brands to our rally. The answer is, even though the HRCA hosts the rally, the Hoot is not a Honda rally. It is a motorcycle gathering, or more accurately, a motorcycle vacation destination, for all motorcyclists, that is sponsored by the HRCA. Secondly, it has been our goal to provide a major motorcycle happening for our HRCA members and their friends in a scenic setting with a variety of activities. It's exciting to have other industry leaders join Honda in offering the public this unique event."

Keith Code's **California Superbike School** and Moto-Liberty have added an additional date to their 125cc GP road racing schools at Moroso Motorsports Park in West Palm Beach, Florida. With the December 11 date near a sellout point, a second school will be held on December 12. Students who attend both days will receive a discount and entirely different training on the second day. For more information, call 800/530-3350.

Smokin' Joe's Racing has added its name to the list of corporate sponsors for the FIM World Championship Prize Giving and AMA Pro Racing Awards Banquet scheduled for December 15-16 in Las Vegas, Nevada.

Merrill Vanderslice, the AMA Director of Competition, recently sent out a Pro Competition Bulletin, listing significant rule changes for AMA road racing in 1996. Among those changes are the following: Riders in all classes are now required to wear a commercially manufactured **back protector**; helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds SNELL 80, 85, 90, 95 or any of the FIM-approved certifications; all motorcycles must use **petroleum-based gasoline** as defined by the American Society for Testing and Materials (ASTM), designation D4814; specific gravity for that fuel must fall within the range 0.715-0.765 at 60 degrees Fahrenheit; the maximum oxygen content for that fuel is 2.8 percent m/m; the only allowable oxygenates are ethers and alcohols; and lubrication additives are permitted provided the resulting mixture will meet all other requirements; an AMA **video camera** may be utilized at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from the AMA camera be unavailable for any reason, the scoring of the finish will be based solely on the scorekeeper's decision; a **green light** will replace the green flag for the start of each race in all classes; two **bonus points** will be paid to the rider (team in SuperTeams) leading the most laps in each final event. In the event of a tie for most laps led, the rider/team in the lead position last will be awarded the bonus points; electronic devices

McGrath wraps up World SX Championship



Three-time U.S. Supercross Champion Jeremy McGrath (right) wrapped up his second-consecutive FIM World Supercross Championship with a pair of back-to-back wins at the Japan Supercross doubleheader, held November 25-26 in Tokyo, at Japan's famous Fukuoka Dome.

Team Honda/1-800-Collect/Fox's McGrath topped Noleen/Sizzler/Yamaha rider Larry Ward on Saturday night, greeting the checkered flag with nearly 10 seconds to spare. McGrath's Honda teammate Steve Lamson was third, while Kawasaki's Ryan Hughes and Yamaha rider Kevin Windham rounded out the top five.

Sunday's main saw McGrath score his sixth win of the seven-race series, this time besting Lamson by four seconds. New Kawasaki factory rider Damon Huffman was two seconds further adrift, while Ward and Huffman's Kawasaki teammate Jeff Emig rounded out the top five.

McGrath lost only one round - day two in Paris to Ward - and ended the series with a near-perfect 115 points. Ward was second with 97, and Lamson third with 83.

Shintaro Urashima

designed specifically for **traction-control** are prohibited.

Rule changes directed at the AMA **Superbike class** only are as follows: "The fairing bottom section must be constructed in such a fashion as to form a **fluid catch pan** capable of retaining a minimum of three quarts of liquid. In the event of a major engine/case failure, less fluid will reach the racing surface and the competitor's rear tire." The AMA will allow the enlargement of the lower fairing and the fabrication of a lip in the rear lower section if necessary to achieve proper fluid retention. For 1996, Supersport lower fairings modified for fluid retention will be allowed and those lower fairings will be mandatory in 1997; Superbikes homologated without a lower fairing must also be equipped with a fluid catch pan and the installation of an additional lower fairing will be permitted in such a case. Compliance with the fluid catch pan rule is mandatory as of the AMA National at Homestead, Florida, on May 17-19. The AMA has also announced that displacement for four-stroke, three-cylinder motorcycles will be **551-900cc**; variable-length carburetor/fuel-injection intake-tract devices that function while the engine is operating are prohibited; cam drive type and location in the engine must remain as in the originally approved model.

The same document issued by the AMA also outlines some changes which will go into effect in 1997. Most notable among those are the following: Effective January 1, 1997, all AMA Superbikes must feature **engine displacement** as originally homologated; all Superbikes must be equipped with a **dual-system front brake** master cylinder capable of providing braking force in the event of brake-component failure in one system of the front brake assembly.

The **Suzuki Cup Finals** from Road Atlanta will be aired on both **ESPN and ESPN2** in the coming weeks. A half-hour show will air on ESPN on December 12 at 12:30 a.m. Eastern Standard Time and a full one-hour show will air on ESPN2 on December 7 at 10:30 p.m. EST with a repeat on December 13 at 5:30 p.m. EST.

The **Colonial Plaza Inn** has been named as the official hotel for the AMA Supercross Series opener in Orlando, Florida, on January 13. The hotel is offering a special room rate of $49 for the Orlando Supercross, but the deadline for the offer is December 28. For reservations, call 800/321-2323. The Colonial Plaza Inn is located five miles from the Citrus Bowl.

Suzuki has been testing its new **GSXR750T** at the Paul Ricard circuit in the south of France. The testing is being done by the factory in conjunction with Suzuki France, and Australian Peter Goddard is one of the test riders.

The **American Motorcycle Institute** of Daytona Beach, Florida, has signed an agreement with **Triumph** Motorcycles to provide technician training on their new line of motorcycles. AMI will assist in training mechanics from Triumph dealerships nationwide, as well as provide update seminars when necessary.

A new permanent display at the **Motorcycle Heritage Museum**, titled "Anatomy of a Motorcycle," has been created to explain motorcycles, engines and other components for the museum's various non-motorcycling visitors. The exhibit describes the many different components of motorcycles, and compares and contrasts modern components with older technology. As motorcycle technology evolves, the exhibit will be updated accordingly.

HIRED: Mark T. Miller by Lockhart Phillips USA as Team Privateer Manager. Miller, a regular AMA 750cc Supersport road racer, will coordinate the 1996 Lockhart Phillips sponsorship program. Miller's new responsibilities won't keep him from racing, according to Lockhart Phillips.

AUTOGRAPH SIGNING: At Miamitown Cycles Inc., in Cincinnati, Ohio, on January 6 from 11 a.m. to 3 p.m. AMA Grand National Cross Country Champion Scott Plessinger is scheduled to appear. For more information, call 513/353-3555.

NAMED: White Brothers as the master distributor for Eibach Springs. White Brothers will handle all promotional and marketing duties as well as supplying dealers and distributors with the Eibach line of springs. For more information, call 714/692-3404.

PROMOTED: Joshua Cho to editor of Motorcycle Tour & Travel and David Rodriquez to natinal single copy sales manager for TAM Communications. CN

Cycle News Rider(s) of the Month: Paul Krause, Ty Davis, Ted Hunnicutt

We bent the rules a little this month in choosing November's *Cycle News* Rider of the Month. Usually, one rider's achievements are spotlighted, but in this case we made an exception and selected three riders: Ty Davis, Ted Hunnicutt and Paul Krause. After all, their combined efforts led to one common goal - a victory in this year's 28th running of the SCORE Baja 1000.

Riding a modified KX500, the three Kawasaki Team Green riders proved to be the correct ingredient to give Kawasaki its eighth straight Baja 1000 victory, three of which came in the challenging point-to-point versions of the race, as was the case this year.

The 1146-mile race started in Tijuana, Baja California, Mexico, with Davis - the 1995 National Enduro Champion - leading off for the Green team. Approximately 10 miles into the race, Davis officially took over the lead position before handing off the bike to Hunnicutt 450 miles later in El Crucero. Complete with headlights affixed to his bike late in the afternoon, Hunnicutt departed El Crucero with a 15-minute lead and, despite experiencing some minor problems along the way, maintained that lead during his nearly 400-mile ride to La Purisima, where Krause stood waiting for his turn on the bike. Krause rode the last 300 miles to La Paz, all at night, maintaining his team's lead to the checkered flag. A crash by Krause, however, late in the race reduced the team's lead to eight minutes by the time he crossed the finish line, just before 2 a.m.

Davis, Hunnicutt and Krause completed the race in just under 19 hours and 31 minutes hours, at an average speed of 58.72 mph.

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
Letters to the editor

The Partridge family

A few months back our son, Jason Partridge, was critically injured in a motorcycle accident while practicing for one of his last few events on the amateur circuit. Cards and letters continue to arrive daily with well wishes and questions about Jason's condition. We would like to take the time to answer those questions.

Jason has returned home and continues to improve daily. He has recently been released to begin driving, and also some lightweight training. He hopes to be fit enough to return to racing late next year. Meanwhile, he has begun training his younger brother who was recently signed to an 80cc mini contract with Suzuki. Jason will also return to school very soon.

To those who wrote and called - thank you! All your prayers and ours are being answered by Jason's improving condition. A special thanks to Jim and Ilene Martin, who constantly gave their support, and to Pat Alexander who remained by Jason's side after the accident and continues to stand by him now.

Mr. and Mrs. Partridge
Las Vegas, NV

No CCS

I am writing you this letter in total amazement of your lack of coverage of the CCS road race championships at Daytona. I can't believe no article was written, much less the results of the finishes - with the exception of one small paragraph about Jamie Hacking, who deserved that and much more for his rides there.

This is supposed to be the Race of Champions with riders from all different regions of the country. These guys are the future of road racing in this country and deserve to get some recognition for themselves and their sponsors to keep the sport alive and healthy. I realize you are on a limited budget for your coverage, but I thought these CCS guys deserved at least a little more recognition for how hard they rode all year.

If we ever want to see the day again where American riders are the best in the world in road racing, I believe that publications like *Cycle News* must do their part to try and help promote our up-and-coming racers and their sponsors to keep the sport alive and healthy in America - or we'll be sucking up foreigners' exhausts in the World Championships for a long time.

James Farrell
Oshkosh, WI

Wal-Mart knows

My wife and I went shopping at Wal-Mart to pick up some everyday items, and as I was strolling through the toy department I noticed some Team Honda replica motocross bikes. They caught my eye instantly - they have McGrath's, Henry's and Lamson's bikes. As I was checking them out, I noticed that on the back of the box they had the 1996 Supercross schedule. When I brought the toy home, I saw that Minneapolis was scheduled for January 20 so I called Ticketmaster and found out that it was true.

I purchased 50-yard line seats in the middle of row one. No one else had even published the schedule, yet I found it on the back of a toy at Wal-Mart.

David Callahan
Clarks Grove, MN

What's up, Denny?

I just returned from the Arenacross in Des Moines, Iowa. I had considered taking my four-year-old for his first taste of professional racing. Boy, am I glad I didn't. Mr. Denny Stephenson's victory dialogue after winning the 125cc class was breathtaking.

I fail to understand why I and about 4000 other fans should take a night out, travel to the race, and spend our money on tickets, to have this kid tell us to "Kiss my &%$."

Denny, you are miscalculating this Bob Hannah, Damon Bradshaw tough-guy thing. You're supposed to use that trash on your competitors, not the people who ultimately pay for your fun by buying tickets and sponsor products. I fail to understand your attitude - you won the race. You were the one who got by with slam-dancing your way into first place after casing it on a triple. Then you come up with this. I fail to understand why I should spend a dime of my money on your sponsors' products considering your lack of manners and professionalism.

Mike Green
Cedar Rapids, IA

Stephenson's actual quote was: "You guys saw one hell of a race, and if you didn't like that race you can kiss my ass." For complete coverage of the race, see page 18... Editor.

Kidd fan

I decided to send you a quick note regarding the pleasant experience we recently had at the Des Moines, Iowa, round of the Mike Kidd Arenacross Series. Throughout the last 20 years of motocross racing, I think we have all seen a change in race promotion. In the beginning, promoters were happy to have you enjoy their facility and actually thought of you as a customer, trying to focus on making their track a good place to be. Now it seems that they focus on how much profit can be made, and how quickly they can get their day over with. I'm not saying that every track fits this trend, but it seems to be growing.

From the top (Mike Kidd) of this program to the to check-in/sign-up people, security event officials, flag/track workers and the announcers, this was an organized, first-class operation. The people we paid our money to were happy to have us take part in their presentation and they made us feel welcome at all times - even though they had put in long hours with very little rest.

Hats off to Mike Kidd Promotions. Keep up the good work.

Scott Cripps
Hutchinson, MN

Really Summers?

Thank you for your coverage of the final round of the AMA National Hare Scramble Series in Kent, Washington. The photographs of Scott Summers are particularly interesting to me. My pictures show Summers leaving the starting line with a number four on his bike and a Camelbak on his back, but you show him with a number one and no Camelbak.

Could it be that Summers is so fast that he can stop to make these changes and still have no one catch him?

Tod Petersen
Burien, WA

The photos we used for the Kent round of the series were actually file photos. That's why they're different from yours...Editor.

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ON THE FRONT COVER

Personal watercraft National Champion Victor Sheldon puts the 1996 Kawasaki KX250 through its paces. See page 16. Photo by Kinney Jones.

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DECEMBER 1995 SCHEDULE ON ESPN

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	12/3	3:00-3:30am	& Monday	12/4	5:00-5:30pm
Sunday	12/10	3:00-3:30am	& Monday	12/11	5:00-5:30pm
Sunday	12/17	3:00-3:30am	& Monday	12/18	5:00-5:30pm
Sunday	12/24	3:00-3:30am	& Wednesday	12/27	5:00-5:30pm
Monday	1/1	1:30-2:00am	& Tuesday	1/2	5:00-5:30pm
PACIFIC TIME					
Sunday	12/3	12:00-12:30am	& Monday	12/4	2:00-2:30pm
Sunday	12/10	12:00-12:30am	& Monday	12/11	2:00-2:30pm
Sunday	12/17	12:00-12:30am	& Monday	12/18	2:00-2:30pm
Sunday	12/24	12:00-12:30am	& Wednesday	12/27	2:00-2:30pm
Sunday	12/31	10:30-11:00pm	& Tuesday	1/2	3:00-3:30pm

DECEMBER 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME				PACIFIC TIME	
Saturday	12/2	10:30-11:00am	& Saturday	12/2	7:30-8:00am
Saturday	12/9	10:30-11:00am	& Saturday	12/9	7:30-8:00am
Saturday	12/16	10:30-11:00am	& Saturday	12/16	7:30-8:00am
Saturday	12/23	10:30-11:00am	& Saturday	12/23	7:30-8:00am
Sunday	12/24	10:00-10:30am	& Sunday	12/24	7:00-7:30am
Saturday	12/30	10:30-11:00am	& Saturday	12/30	7:30-8:00am

The end of the year approaches, and with it comes yet another landmark for MotoWorld on ESPN. For eleven years MotoWorld has brought you feature oriented coverage of the best two-wheel racing known to man.

This month we will bring you the ever popular road racing roundtable and enough action-packed highlights to warm even the Grinch's cold winter heart.

But the biggest one under the tree in this holiday season is the Year in Review. Join us for a look back at the highs and lows of *1995*.

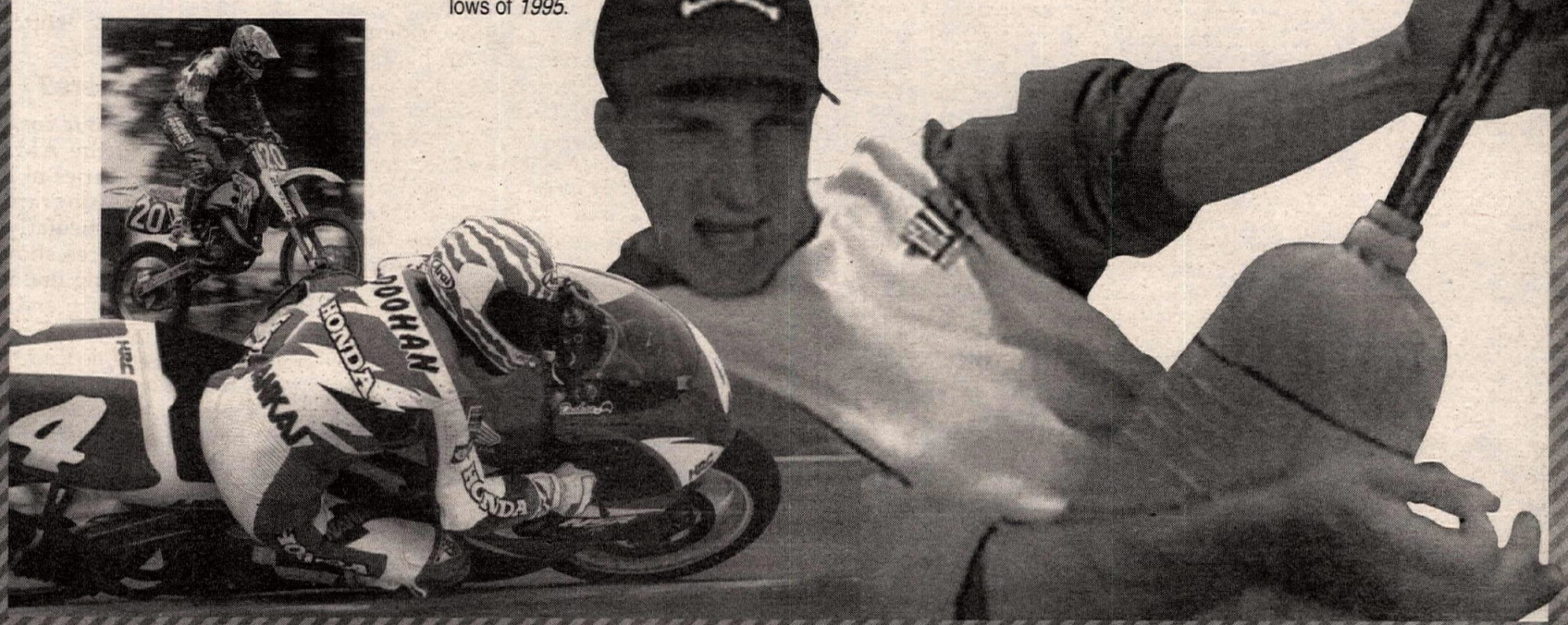
Ho, Ho, Ho and all that jazz.

Jerry's stretched the budget to the wire with all his fancy-schmancy little dual sport rides, so polish up your old porridge bowls and prepare for a long hard winter.

O.K. it's not all that bad. Miguel DuHamel will drop by for a chat, and we will get a warm and fuzzy recap of all those budget-busting dual sport rides. It's just that, well, we were all hoping for a new bike under the tree this year.

DECEMBER 1995 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	12/10	7:30-8:00pm	& Monday	12/18	2:30-3:00am
Sunday	12/24	5:30-6:00pm	& Tuesday	12/26	1:30-2:00am
PACIFIC TIME					
Sunday	12/10	4:30-5:00pm	& Sunday	12/17	11:30-12:00am
Sunday	12/24	2:30-3:00pm	& Monday	12/25	10:30-11:00pm



U.S. Supercross Series

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
Irving, TX	Sun 12/24	10:30-11:30am	& Sun 12/24	7:30-8:30am

AMA Motocross Series

1995 SCHEDULE ON ESPN

EASTERN TIME	PACIFIC TIME
Coming in January	

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
125cc Series Season in Review	Sun 12/24	9:00-10:00am	& Sun 12/24	6:00-7:00am

World Grand Prix Series

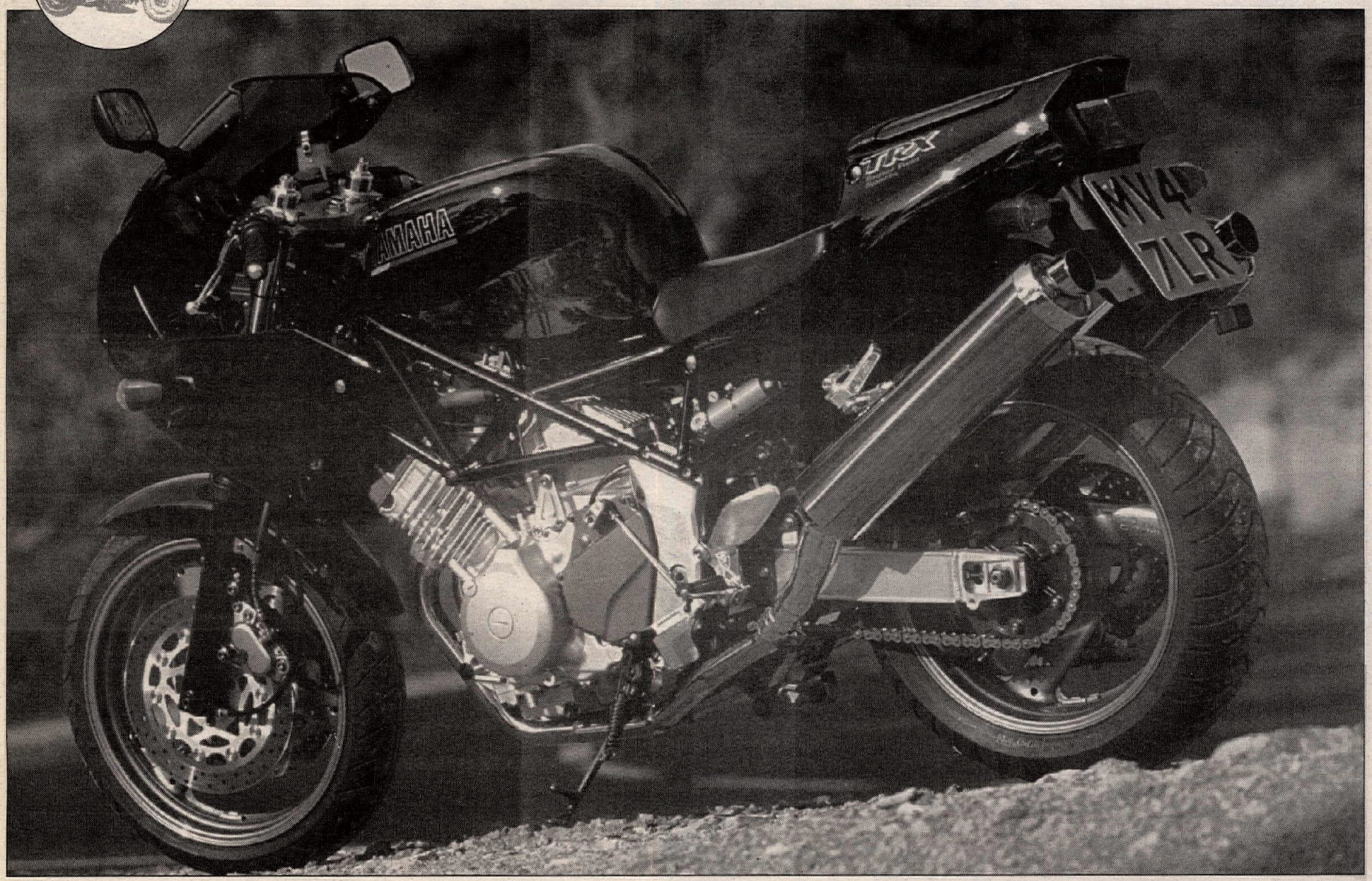
DECEMBER 1995 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
GP of Catalunya	Sun 12/10	3:30-4:30pm	& Sun 12/10	12:30-1:30pm
World GP Motorcycle Series 125/200cc	Sat 12/23	2:00-3:00pm	& Sat 12/23	11:00-12:00pm
500cc Rear View	Sun 12/31	4:00-5:00pm	& Sun 12/31	1:00-2:00pm

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
GP of Argentina	Sun 12/3	10:00-11:00am	& Sun 12/3	7:00-8:00am
GP of Catalunya	Sun 12/31	8:30-9:30am	& Sun 12/31	5:30-6:30am
500cc Rear View	Sat 12/2	1:00-2:00pm	& Sat 12/2	10:00-11:00am
	Wed 12/13	1:00-2:00am	& Tues 12/12	10:00-11:00 pm

ESPN · SEALS COMMUNICATIONS CORPORATION · espn2



Trixie goes native

By Alan Cathcart / Photos by Patrick Gosling

Things aren't always the way they seem. Exactly 25 years ago, in the days when British parallel-twins like Norton and Triumph ruled the sportbike world, a trio of manufacturers launched their own debut twin-cylinder four-stroke designs, aimed at cutting themselves a slice of what was eventually known as the cafe racer market: Ducati and Moto Guzzi their 750cc 90-degree V-twins, and Yamaha its 650cc parallel-twin XS-1.

Norton of course is no longer with us for the time being, Triumph in born-again mode under John Bloor hasn't yet made anything with fewer than three cylinders - and Ducati and Guzzi have never since built anything other than twins. But Yamaha has also regaled us for the past quarter-century with an array of models that have aroused the interest of twin-cylinder enthusiasts around the world - bikes like the XS650 that was what a British twin should have become but never did, the XV920/TR-1 range of un-Italian V-motors, and most recently the Super Tenere and TDM850 slant-block, 10-valve parallel-twins. Yamaha is the Japanese company that, for all its two-stroke RD350LC heritage, has been most closely wedded to the twin-cylinder four-stroke theme - a policy whose latest manifestation is the TRX850 sports twin launched earlier this year in the Japanese home market. So now Trixie Yamaha has followed her ring-ding sister Elsie onto the two-wheeled design catwalk: Trixie, This Is Your Life.

Considering therefore that Yamaha helped create the modern Twin Super-sports motorcycle, it seems a little churlish to accuse them now, as many have done, of jumping on a bandwagon supposedly the exclusive preserve of small-volume European manufacturers. It's equally unjust to infer that, in order to do so, Yamaha simply concocted a Japanese Ducati, by building a slavish copy of a Bologna-made tubular-steel space-frame chassis to house their trademark slant-block motor. Unfair, even if they re-engineered the engine internally to mimic a Ducati's torquey personality by rephasing the crank throw from the two-up, 360-degree, Britbike format of the TDM which the Trixie engine is derived from, to an offbeat 270-degree guise which, anyway you look at it, has the same engine characteristics as a 90-degree V-twin. But this was all done for a purpose, as Stephane Peterhansel's string of African rally victories on his 270-degree works Yamaha twin have proven: The format enabled him to enjoy the same off-road traction on loose surfaces offered by the tuned Ducati 900 engine fitted to the rival Cagiva Elefant, in turn delivering rally-winning Big Bang ridability, now translated to the street.

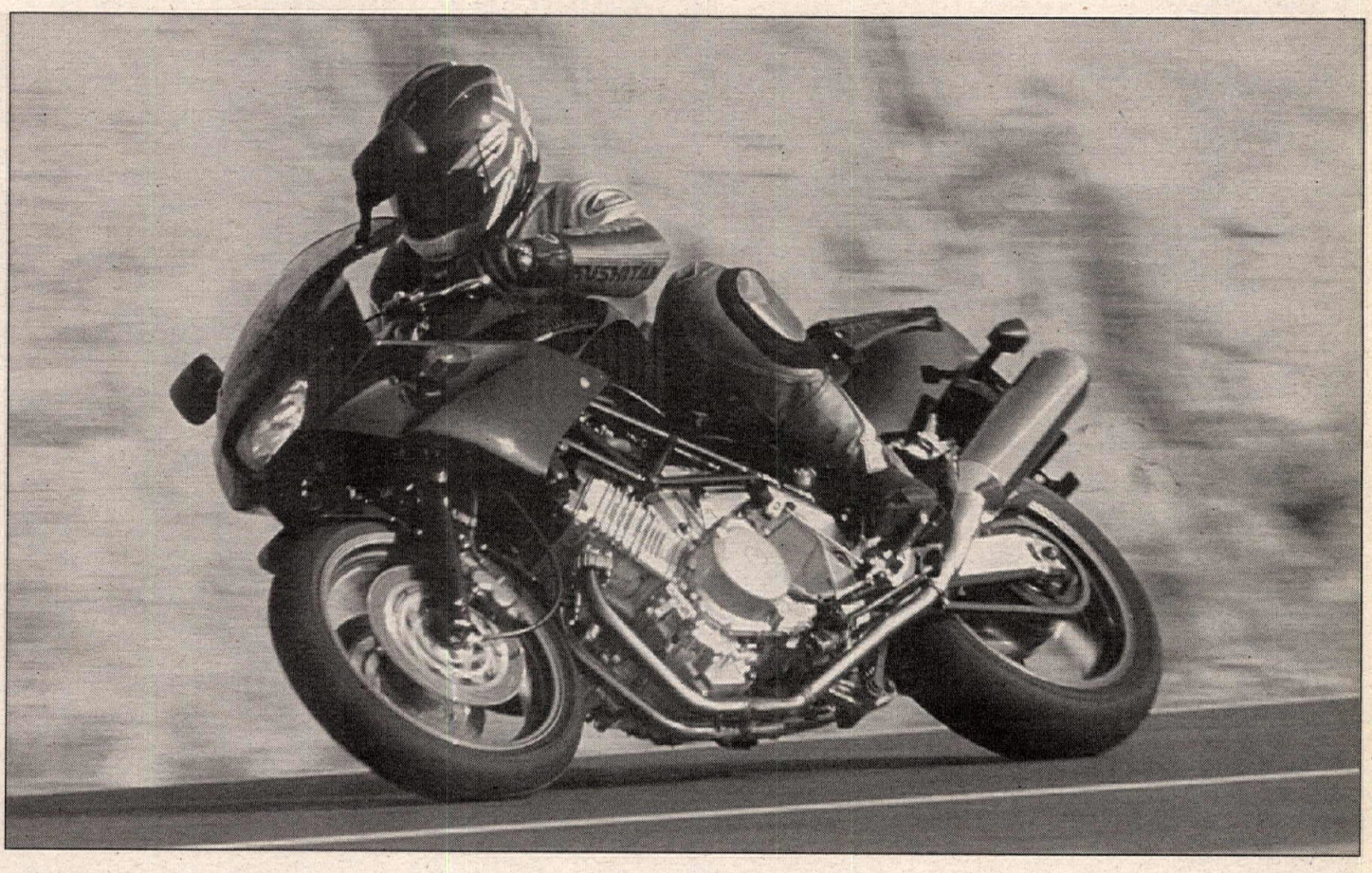
Unfair? Churlish? Don't believe me? Well, how about listening to Massimo Tamburini, chief design guru of the Cagiva Group and the man responsible for the 900SS Ducati that has allegedly been so plagiarized by the Yamaha TXR850. "People seem to think that the tubular spaceframe is a Ducati trademark," he says, "whereas in fact it was invented by the British on the John Player Norton, and there have been many specialist chassis constructors since then who have used it on every kind of bike - not least Bimota. I do agree it's a European design concept - but you can't accuse Yamaha of being any more derivative for using it on the TRX than we were for employing a Deltabox chassis on the 500 Cagiva GP bike! Anyway, the TRX frame doesn't even resemble the Ducati 900SS, so much as one of Segale's designs - and in fact, I have followed the same composite path with the Cagiva F4 Superbike chassis I just completed, which like the Yamaha uses an upper space-frame combined with a lower aluminum engine mount and swingarm pivot, whereas the Ducati's is in steel!" So there: Perhaps if Yamaha hadn't curiously decided to duplicate the Ducati's red and white color scheme on the J-market Trixie, none of the copycat accusations would ever have been leveled.

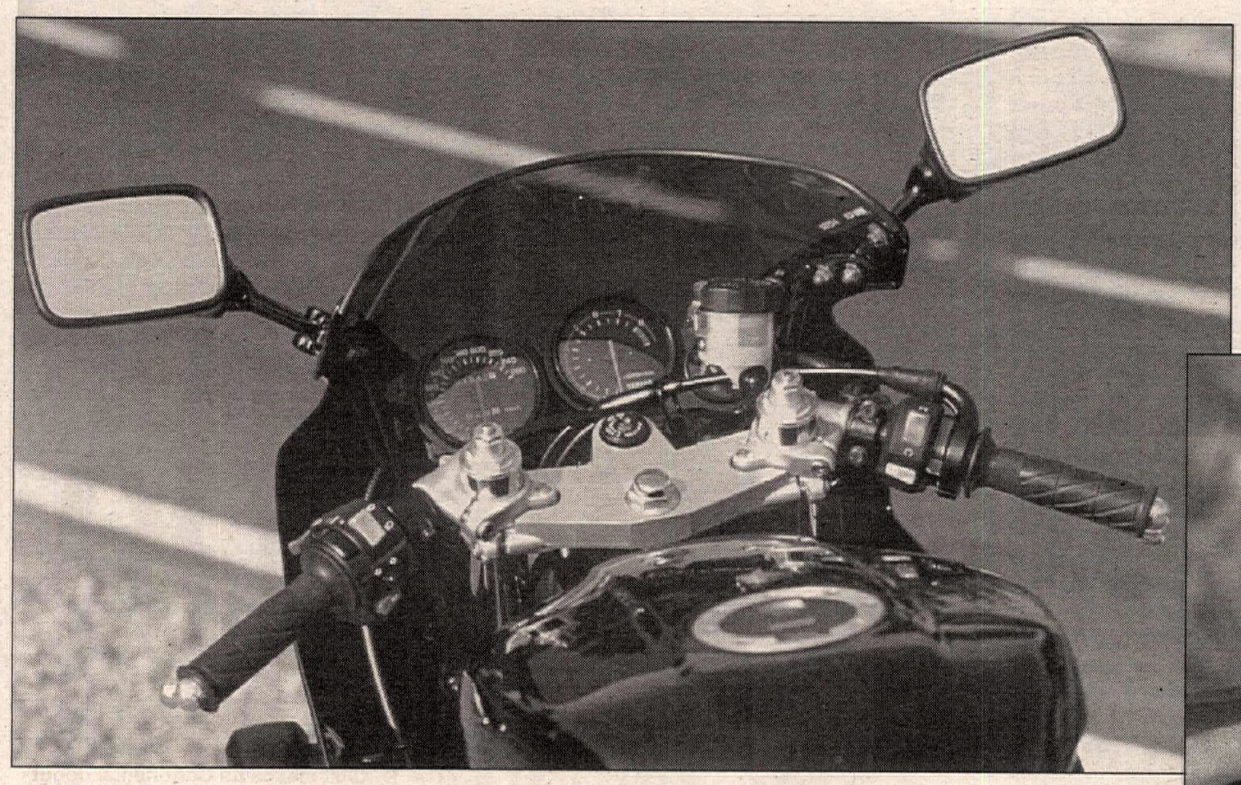
The TRX850 makes its Continental debut sans the Italianesque red and white paint scheme used in Japan. Instead, blue and silver or all black will be offered.

There was never really much doubt it would happen, but after a debut year in 1995 when it was sold exclusively in the Japanese home market for which the model was originally conceived, Yama-

ha has now made the decision to sell their TRX850 sports twin abroad. In making its debut at the Paris Show this September, in revamped guise for the European market, Trixie has gone on her travels, and even if an apparently close vote stopped Yamaha from selling the model in America next year as well, word is that a '97 U.S. launch for the first Japanese bike to be a true competitor to the current breed of European twins is in the cards. However, in coming to Europe, Trixie has also gone native, with a series of detail amendments to the original J-market specification wrought by the development team, headed by Yamaha project engineer Hirosuke Negishi, in the interests of adapting the bike to European riding conditions - as well as a new suit of clothes. Instead of the red and white livery of the J-market model, the TRX850 sold abroad comes either in all black, or metallic blue with a silver frame, with the engine painted silver rather than a sombre black, and the three-spoke wheels a tasteful gray. She looks all the better for it.

As one of the handful of European journalists asked to ride a J-model TRX850 round the windmills of Holland back in freezing February - it was in response to our suggestions that

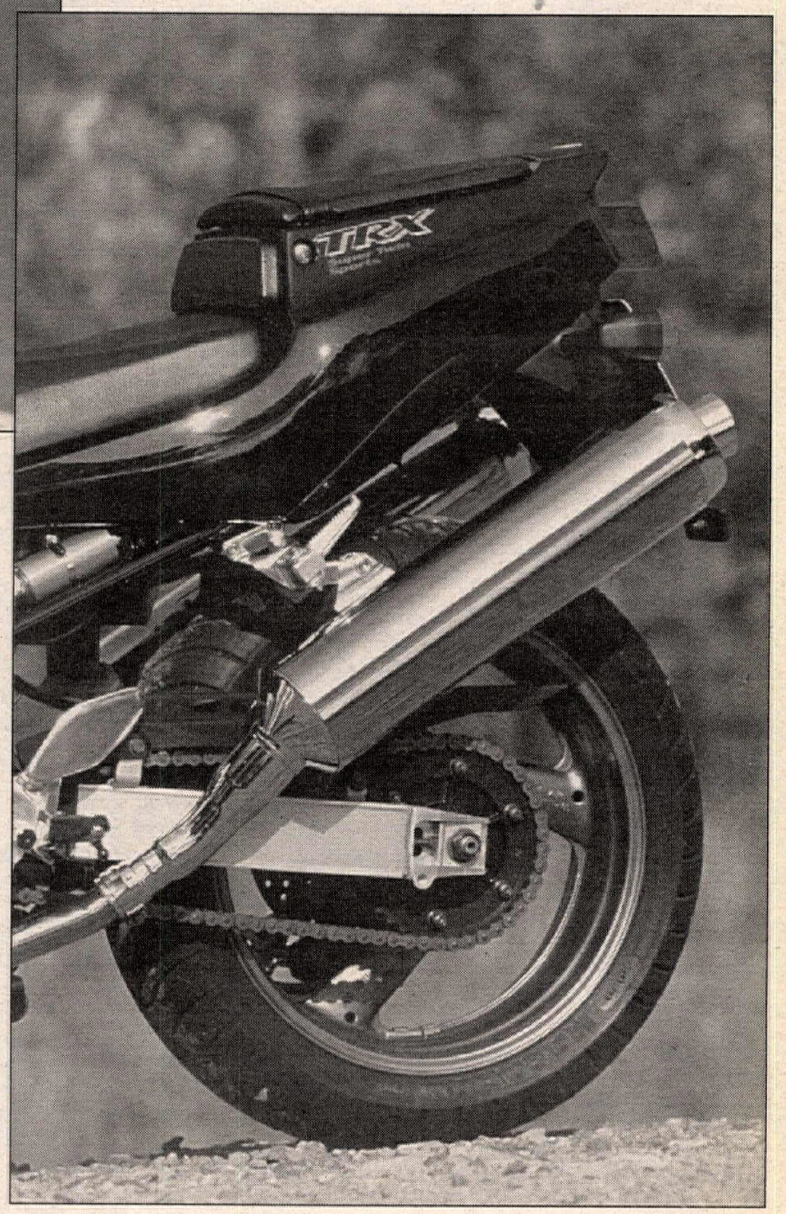




(Above) The 849cc parallel-twin uses a 270-degree crank that augments torque - much like a 90-degree V-twin's does.

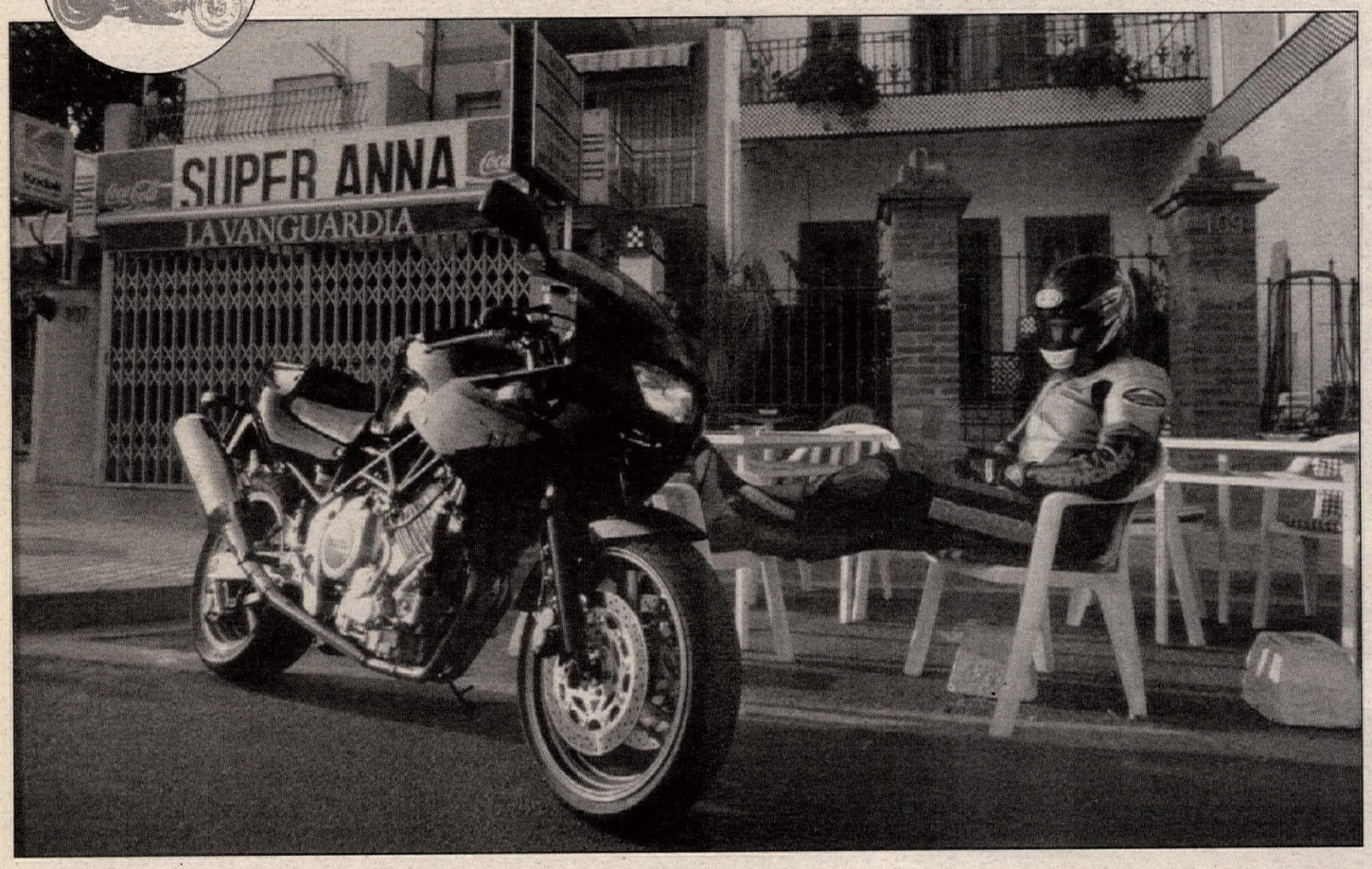
Negishi-san and his crew made the changes they did for Trixie's European launch - I found the chance to compare and contrast the latest Euro version of Yamaha's 270-degree big twin on a 185-mile ride from Spain's craggy Costa Brava up into the foothills of the Pyrenees especially rewarding. I should also declare a further personal interest: Yamaha Europe asked me to ride the only TRX850 racer to be seen outside Japan in 1995 for them, prepared in Japan by Over. Out of a total of eight International BOTT races in Europe this season, we won five of them, finished second and third once each, and DNFed just a solitary time with, of all things, a broken bolt in the gear linkage - after qualifying on pole for the seventh time out of eight starts. Winning major BOTT races ahead of 60-bike fields on GP circuits like Spa-Francorchamps and Assen was a real buzz, as well as proving the significant potential of the TRX for performance tuning - for road or track. Yamaha has concentrated on delivering a sound basic product at contained cost - 6800 pounds in Britain, for example, against 7895 pounds for a Ducati 900SS - on which the owner can then improve the specifications as inclination and budget allow, personalizing the bike to his tastes. By offering not only their own six-speed close-ratio gearbox and racing ignition as a customer option, but also marketing the entire range of Over Racing parts through Yamaha dealers - including camshafts, high-compression pistons, 2-1-2 exhaust system with carbon silencers, 41 mm Keihin flat-sliders, and various chassis parts - Yamaha has made it possible to duplicate my 114 bhp race bike down to the last ultra-competitive detail, without sacrificing the ridability and smooth, torquey power delivery that made my gal Trixie so easy to ride on tight street circuits or in wet conditions.

But you don't need all these goodies to make the TRX850 into an enjoyable street bike; riding it just the way it comes is an impressive testament to the qualities of this supersports twin. In adapting the bike for more forceful, higher-speed European riding conditions, Negishi and his team have also sharpened the TRX's appeal, starting with the throatier exhaust note from revised exhaust silencers, removing the accelerator pumps from the 38mm semi-downdraft Mikuni carbs, and gearing the bike up quite substantially by two teeth, with a 39-tooth rear sprocket instead of the J-model's 41. It will still pull that tall gearing, though, as a fast run back to base along the Perpignan-Barcelona *autopista* confirmed: Squatting



(Above) On top of the fork tubes you'll find spring-preload and rebound-damping adjustment. Adjustable brake lever makes up part of the excellent ergonomics. (Right) Exhaust note is like no other twin. Rear suspension is fully adjustable.

European Yamaha TRX850



(Left) Coming soon to a cafe near you? Yamaha is considering importing the TRX - we hope it makes it.

down under the screen, with toes on footrests and chest resting on the hump of the fuel tank in a way that was downright comfortable (especially once I'd tweaked the very solid mirrors down so I could change lanes safely without sitting up), the TRX ran for mile after mile at exactly its 8000-rpm redline, equating to 232 kph (144 mph) on the speedo. The screen is quite low, so leaning flat on the tank is the best way to avoid windblast at anything over 120 kph (75 mph), but the back of the tank does need a scratch pad to avoid being scarred by the zips of your leathers. Still, this is a twin that won't get left behind on German autobahns, and it's also comfortable for a long ride, too, thanks to the extra seat padding adopted for the European version. The riding position is still the same, though - a rational, spacious, real-world stance that sits you in the bike rather than on top of it, and doesn't have the flawed footpeg position of the Ducati 900SS, which is too far forward, thus leaving your knees too high. The Yamaha feels quite compact and light compared to a V-twin, even though it's an inevitably bulkier parallel-twin design.

But it doesn't feel like a V-twin to ride, nor indeed like a Euro-twin at all: The Yamaha has its own distinct personality which, for lack of any comparable counterpart made in Japan, you must term Japanese. The TRX has a smooth, linear power delivery, pulling from as low as 2000 rpm on part-throttle without snatching, or 3000 rpm wide open on the gas. From about 4500 rpm it really gets going, the 89.5 x 67.5mm engine delivering peak power of 83 bhp at 7500 rpm - but that's not to say it's all midrange like a 900SS. Instead, the Yamaha builds power in truly impressive manner all the way through the rev range - and even beyond. It has an appetite for revs that will send the tach needle off the clock at 9000 rpm, without the power falling off too steeply before running into the soft rev-limiter around there. The TPS (throttle position sensor) fitted to the carbs is part of a three-dimensional mapped CDI, with a trio of sensors varying the ignition timing according to engine revs, carb slide position and throttle operation. It works. Using the sweet-shifting five-speed gearbox with its widishly spaced ratios (1000 rpm between third and fourth, 1200 rpm from fourth to top) to keep the revs high is a real pleasure - but don't imagine that the TRX is peaky and inflexible as a result. Along the twisty coastal road between Tossa and Lioret, I could hold the bike in third gear for miles on end through countless turns, some little more than walking pace, interspersed with short straights where speeds approaching the ton (100 mph, to non-cafe racers!) were achieved. It's a bike which allows you to ride it as your mood dictates.

Though there are a few vibes at high revs through the footpegs, the twin counterbalancers do their job well enough to leave only the tingles that delight, and add character to the bike. This, together with the unique offbeat lilt from the 270-degree motor now breathing through more-rorty exhausts, ensures it sounds like no other twin. I've been told that my race bike sounds completely different from the flock of 90-degree V-twins it usually shares the track with - and it certainly feels different to ride, too. Only the pickup from low revs is a bit disappointing on the street TRX. I was sure Yamaha had fitted a different ignition curve than the one used on the J-model, but Negishi-san says this isn't the case. The initial response from a closed throttle at 2000-3000 rpm is rather jerky, as if the lack of accelerator pumps hadn't been compensated for correctly. Not enough to spoil enjoyment, though - and as a short rain shower thoughtfully arranged by Yamaha soon after our lunch stop high up in the mountains confirmed, this is still one of the world's great wet-weather motorcycles. Good for riding in Britain, then - well, except this year with our record hot summer and drought conditions, maybe!

Yamaha made more changes to the chassis for Europe than they did to the mechanical package, stiffening both the 41mm forks and Bilstein-type rear shock, while retaining the same link on the rising-rate rear suspension, and employing Michelin Macadam tires rather than the TX Hi-Sports fitted for Japan, supposedly to improve stability but I suspect really because their tread pattern and construction are more suitable for everyday use in all types of conditions. Those sport riders who do it just for fun will want to swap straight back to Hi-Sports as soon as they can, because though the Macadams give okay grip, they do start to move around if you get too enthusiastic with corner speeds, and are adequate rather than exceptional. The composite space-frame chassis delivers stable, forgiving handling that requires a little bit of effort to make the bike change direction, even with the shortish 56.5-inch wheelbase, but not so much that it ever stops being fun. You have to work just hard enough to make riding the TRX satisfying. The rear shock is quite progressive in response, but skipped noticeably over ridges and sharp bumps in the road surface till I dialed in four more clicks of rebound at the lunch stop, after which it felt better and stopped bouncing back off compression.

The stiffened forks are really good, even if some customers are surely going to swap them immediately for more *de riguer* upside-down suspenders. The stock units give good ride quality, with no patter or chatter at quite respectable corner speeds over a variety of different surfaces, and not too much dive under the braking offered by the four-pot Sumitomo calipers fitted to the European bike instead of the Brembos on the J-model - now, that's a switch, apparently made to improve feel! Trixie brakes pretty much the same with the Sumitomos as she did before with the spaghetti stoppers, which is okay without having as much bite as I prefer. The brake lever is adjustable for reach, but you need quite a strong squeeze to dial in heavy braking, like when Joe in his old pickup amber-gambles over on you and a panic stop is called for while cruising gently through a light that just turned green! The back brake is quite strong, though apart from said panic stop I only used it cranked over in the middle of a turn to pull the bike upright for a straighter, harder drive out, when it was a little difficult to get the right degree of sensitivity. Still, Jay Springsteen would have been proud of my rear wheel drifts - or maybe not...

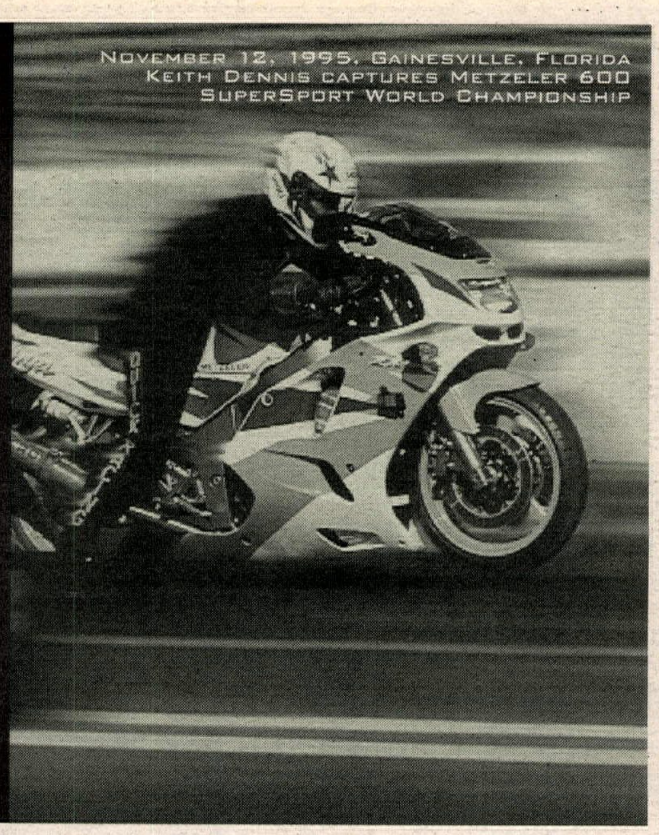
Ducati did Yamaha a big favor by delaying the debut of their all-new 900SS until the 1998 model year - maybe. Though the two-valve Ducati sportbike is still back-ordered, its limited production and dated styling have given Yamaha a vital chink in the twin-sports market that the TRX850 is bound to take full advantage of - especially at such a favorable price. Because in spite of having been originally engineered for the different requirements of the Japanese market, the TRX850 is that rare thing: a Japanese bike with soul, perhaps as representative of the new era in Japanese motorcycle culture as young GP riders like Ueda, Sakata and Saito, with their outgoing, try-anything nature and ability to adapt to different cultures and different lifestyles. Yamaha's TRX850 is a true original, with all the potential to become a modern classic: Time, and the customer dollar, will determine if that's really the case. CN

1996 Yamaha TRX850

Specifications

Engine	Liquid-cooled, DOHC parallel twin w/ five valves per cylinder; dry-sump lubrication
Bore x Stroke	89.5 x 67.5mm
Compression ratio	10.5:1
Capacity	849cc
Carburetion	(2) 38mm Mikuni
Transmission	Constant-mesh 5-speed
Clutch	Multi-plate wet
Ignition	Digital TCI
Final drive	Chain
Chassis	Steel trellis w/ cast-aluminum swingarm pivot
Rake/trail	25°/97mm
Wheelbase	56.5 in.
Seat height	31.3 in.
Suspension	
Front	41mm conventional fork, 4.7-in. travel
Rear	Box-section aluminum swingarm with rising-rate linkage and single shock, 5.1-in. travel
Brakes	
Front	Dual 11.7-in. discs w/ four-piston calipers
Rear	Single 9.6-in. disc w/ two-piston caliper
Wheels/tires	
Front	120/60ZR17 Michelin Macadam on three-spoke, 3.50-in. aluminum rim
Rear	160/60ZR17 Michelin Macadam on three-spoke 5.00-in. aluminum rim
Claimed dry weight	418 lbs.
Fuel capacity	4.8 gal.

Kawasaki Dominates ProStar in NO time flat.



November 12, 1995, Gainesville, Florida
Keith Dennis captures Metzeler 600 SuperSport World Championship

INTRODUCE a Kawasaki Ninja® ZX-6R to a drag strip and what do you have? When it's the World Finals in the AMA ProStar Series, every honor you can get.

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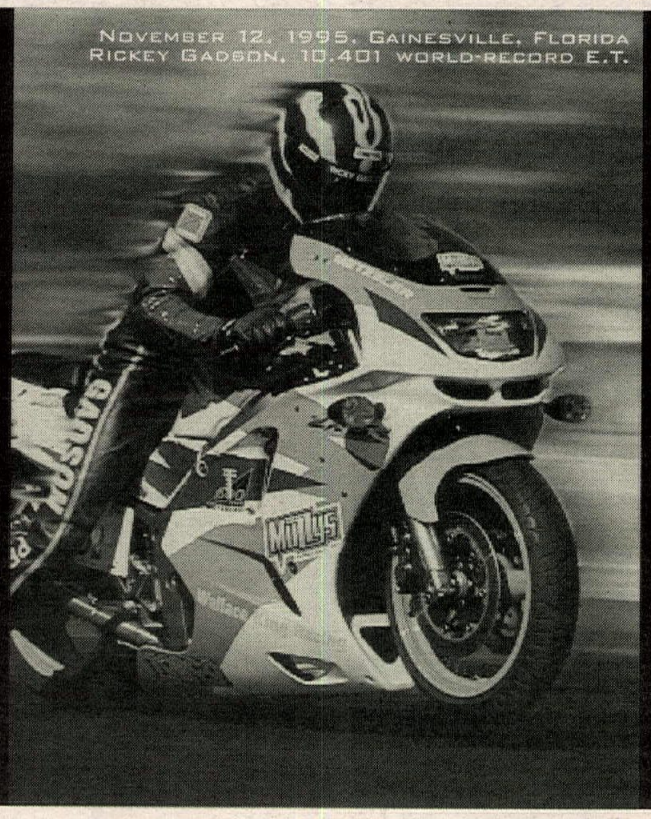
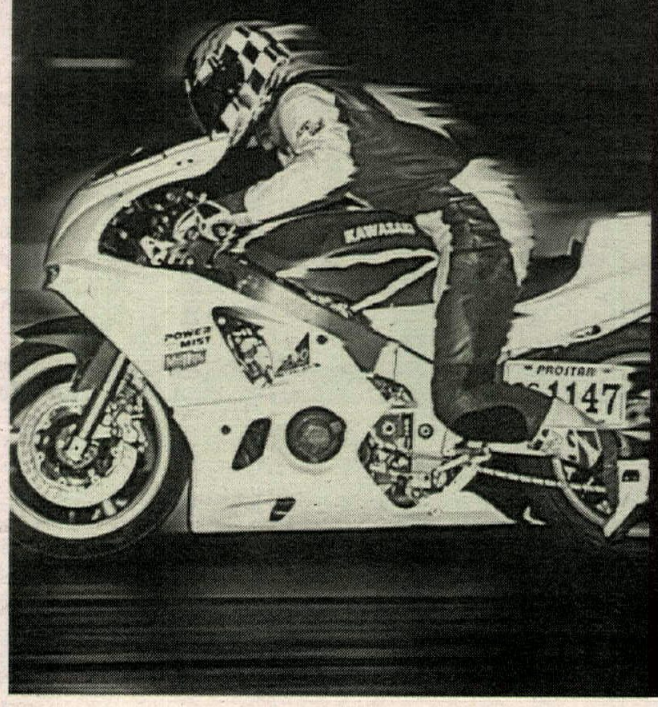


November 12, 1995, Gainesville, Florida
Rickey Gadson, 10.401 world-record E.T.

Acceleration that shreds quarter miles explains why the top 12 qualifiers in the World Finals were all on ZX-6Rs. Why the ZX-6R has dominated the ProStar field from the very start of the series. And why its recent road racing exploits include both the NASB Unlimited Sport Challenge and EBC Brakes American Sport Bike Series championships.

November 12, 1995, Gainesville, Florida
Tripp Nobles, 129.16 world-record top speed.



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Kawasaki

INTERVIEW | NASB Champion Keith Pinkstaff

End of the road

By Russ Cazier
Photos by Henny Ray Abrams and Cazier

Keith Pinkstaff is much more than just a road racer. In the same season that he won the inaugural North American Super Bike Championship, Pinkstaff just happened to pass the Oregon state bar exam - the culmination of four years of night school at the Lewis and Clark Northwestern School of Law. During the day, Pinkstaff worked as a claims manager with Rollins Hudig Hall, a multinational insurance broker; on the weekends he raced motorcycles - and he raced them well.

Not long after winning the NASB crown, Pinkstaff announced his retirement from the sport after 19 years. We caught up with the recently retired champ at his home in the foothills of Portland, Oregon, where he reviewed the 1995 NASB Series and talked about his retirement plans.

"Nobody had any idea of who would show up for the first race of the NASB series at Daytona," Pinkstaff began. "A lot of us were hoping that this would turn out to be a privateer series, and that is the way it worked out. Scott Russell, Colin Edwards and some foreign riders did race at the first Daytona meet, but after that the factory teams stuck with the AMA Series and we privateers got to fight it out among ourselves for the NASB title.

"The March race at Daytona was not a very auspicious beginning. I did pretty well in the first race, dicing with (Chuck) Graves, (John) Ashmead and (Eric) Moe, and pretty soon I settled into fifth and ran pretty much alone there to the finish. In the second race, I got a good start and was running in fourth behind Edwards, Russell and (Yasutomo) Nagai, but I lost the rear end and high-sided coming out of the International Horseshoe. Not good news, since the series scoring emphasized good consistent finishes, with all races counting for points. There is a drastic difference in points between a fifth and a DNF."

With some of the other rounds canceled, the series resumed at Road America in Wisconsin.

"That was a real battle," Pinkstaff said. "There were seven of us nose-to-tail throughout the race with constant passing. Pablo Real, Tripp Nobles, Todd Harrington, Joe Pittman, Andy Deatherage, Eric Moe and I were all in the hunt right to the finish. I led a few laps, was as far back as sixth, went from fourth to first on one lap and from first to fifth on another. Pablo finally pulled out a little lead, and Harrington took over second. I finished third, but all seven riders were right there the whole race. The second race was more of the same. Pablo and Tripp pulled out a little lead and I was holding around third, but not a lap went by without passing someone or being passed. On the last lap, I was in third when we came on some lapped riders. They bumped, split and I had to brake, allowing Joe (Pittman) to shoot past both me and Andy (Deatherage) for third. I finished fourth and left Wisconsin in second place in the series points, 15 points down on Eric Moe. I think this is when we started considering the possibility that we could actually win this thing."

The *we* refers to Zlock Racing of Spanaway, Washington. Pinkstaff has been associated with Dan and Dale Zlock since 1984, racing 750cc and Open Superbikes primarily in the Northwest while competing in an AMA National once or twice a year.

"I'd like to stress a point here," Pinkstaff said. "Dan Zlock does just about all the engine work for both me and Joe Pittman, and between the two of us we ran almost exactly 75 races during 1995 and had no, as in zero, mechanical DNFs. Granted, I'm the guy in the saddle, and they handed me the trophy, but it's important to realize just what a team effort this really is."

Pinkstaff picks up the story of his 1995 season at Road Atlanta.

"We got there on Friday and had only dry weather for practice right up to the heat race, when it started to rain," he said. "Sunday morning it rained so hard that mud was washing off the banks

and onto the track. But after Sunday's quiet time and by the time we started racing, the track was drying out, though there was still mud on the track and very narrow usable lines in several places. I had a good dice with Harrington, Moe and Yates, while Pablo, Tripp and Tray Batey pretty much ran away. I finished fifth. Tray won the second race, but Tripp had motor troubles and so did Moe, so I finished sixth and left Georgia with a one-point lead over Pablo Real. Now there was no question that we were in this thing to the finish.

"The fourth race of the series in Loudon, New Hampshire - in the rain - was a nightmare in some ways, but it shows what you can do by just gutting it out and doing the best you can. I got off to a flying start by falling down in the warmup lap of the qualifying race, which meant I had to start from the back of the grid for both races, on a tight track that I'd never seen before, against some really good local riders. I finished 10-9 in the two races at Loudon but came away still in the series lead, because my main competition either didn't do any better or broke or crashed. Go figure. Now I had a four-point lead over Pablo (Real) and about 13 over Tripp (Nobles).

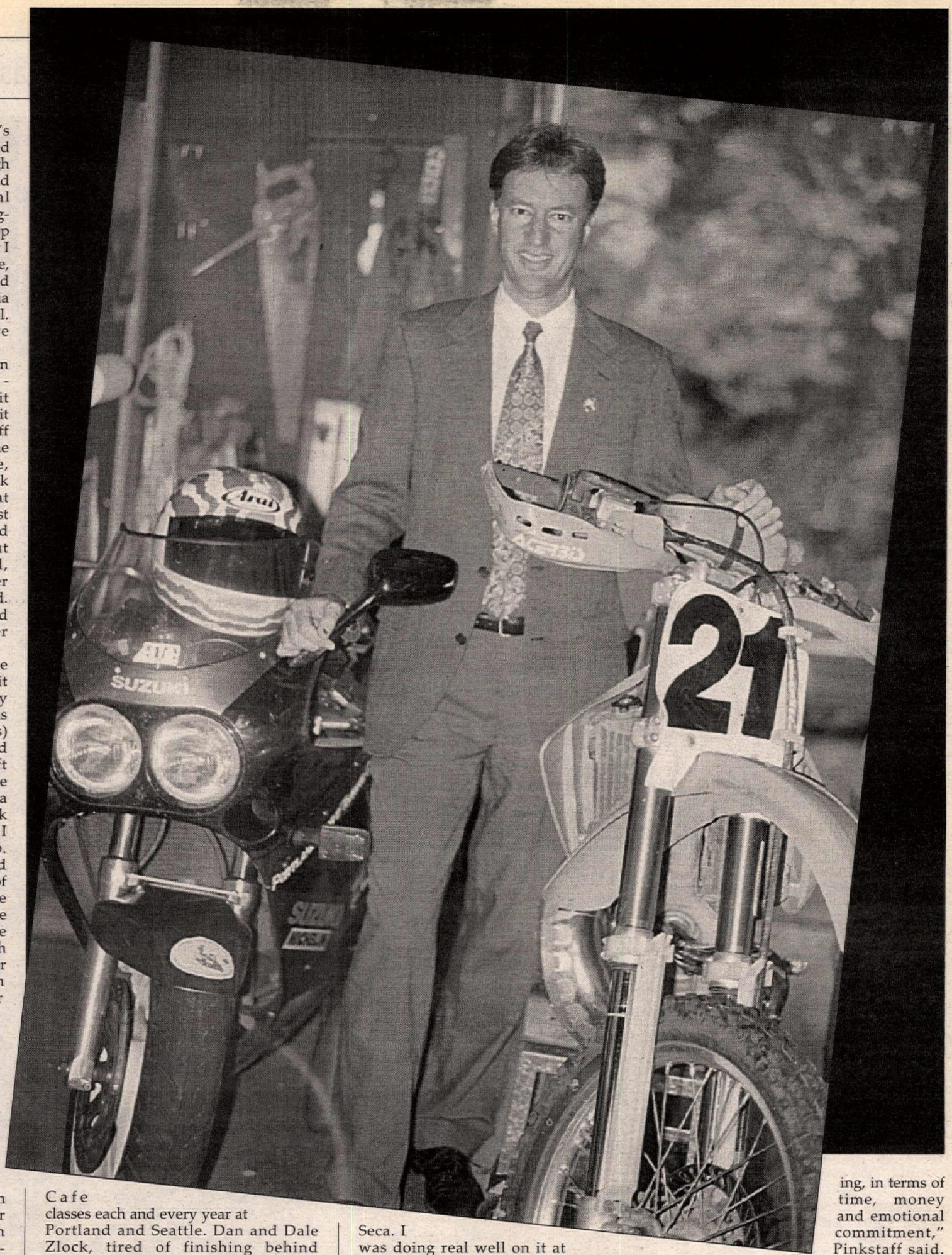
In the series finale at Daytona we tried to work out some strategy. As it developed, for the first race our strategy was: There is no strategy - ride as fast as I can. In the heat race, Tripp (Nobles) and Chuck Graves were in the lead and trying to set each other up to draft ahead at the flag, and while they were doing this I snuck in behind and got a two-bike draft to the finish line and took the pole for both races. In the first race, I got a good start and led the first lap. Pablo (Real) and (Eric) Moe had crashed in the heat race and were at the back of the pack, which took off some of the pressure. I diced with Tripp, Shane Turpin and John Ashmead for the entire race, and on the last lap I was in fifth but drafted Ashmead into turn one for fourth. Then Graves got a little wide in the horseshoe and I got under him for third. We ended up just feet apart.

"For the second race, I knew I could finish fourth and win the championship no matter how well anyone else did. Pablo was far enough back that it was mainly between me and Tripp. Strategy: If Tripp wins, I needed a fourth. I got a good start and led a couple of laps. There was a tight pack at the front of Tripp, Turpin, Ashmead, Graves and me, with Graves leading. He went off but got back on and then crashed out later. After four or five laps, Tripp took over the lead with Turpin, Ashmead and I dicing for second. With two laps to go, Turpin broke, I had to swerve to miss him and Ashmead took over second - but I held third for a podium finish and the championship."

It was the culmination of a long career, a vocation that began in 1977 on a Kawasaki 900cc Z1 production bike.

"I rode the bike to work and on trips, and I could convert it from street to track in 15 minutes," Pinkstaff said. "I'm afraid those days are over."

Pinkstaff was successful right away, finishing third in his first race and winning his second. At the time he was a student at Portland State University, earning a business degree. Having neither the time or the mechanical experience to build and maintain a modified motorcycle, he rode production bikes. In those days a skilled rider could still win modified classes on a stock bike, and from 1978 to 1984 Pinkstaff did just that. He won the Open Production and Open



Cafe classes each and every year at Portland and Seattle. Dan and Dale Zlock, tired of finishing behind Pinkstaff, offered him a ride on a Suzuki Superbike in 1984 and they've been together ever since.

"My first race for the Zlocks was in an AMA Superbike race at Portland," Pinkstaff said. "I absolutely wadded the bike in practice, and between nine in the morning and a one o'clock start time they had the bike rebuilt and race ready. I don't know what they thought of me , but I was impressed. Fred Merkel won the race; I was sixth."

Since then, the pairing of Zlock Racing and Pinkstaff have concentrated on winning regional championships with OMRRA and WMRRA, in addition to the one or two AMA Nationals a season.

"I can't remember any year since 1984 when I haven't won at least one class championship at both Portland and Seattle, and one year - 1986 - I won a total of five between the two clubs.

"I actually raced my first National in 1981 on Dan Freeman's Z1 at Laguna Seca. I was doing real well on it at PIR and SIR, but we broke a camshaft clean in two at Laguna. So much for low-budget racing. Not that this was a big bucks effort we ran this year. Dan and Dale Zlock and I all have good jobs, but there weren't any deep pockets in this team. We got some sponsorship, in the form of products or good prices, but the main source of income was purse money. Our sponsor support, plus generous purse money from NASB, plus the fact that we didn't have to pay Dan 50 or so bucks an hour for his thousand hours of engine work, was what got us through racing this year."

Pinkstaff, having raced for some 19 years, with quite a few broken and healed bones, a garage wall covered with trophies and plaques, and his first National Championship in the books, took the occasion of his home racing club's awards banquet to announce his retirement from motorcycle racing.

"You have to give up a lot to go racing, in terms of time, money and emotional commitment," Pinkstaff said. "I had decided to quit at the end of 1995, but the NASB championship made me reconsider my decision. After a lot of thought, and talking it over with my family and the Zlocks, I decided again it was time. I just wasn't sure I could give Zlock Racing the effort they deserve. I will have some involvement with Zlock Racing, acting as team manager to help them line up some sponsorship and a couple of good riders to defend their National Championship. As for me, I think it's time to start spending some time with my family, some more effort at work, and maybe even try some traveling that doesn't involve spending an entire weekend at a race track. I'd like to thank my family for their support over all these years. It's been a lot of fun, and it's time to move on."

And there's nothing quite like going out on top, as the nation's top privateer superbike racer for 1995. CN

Final round: Los Angeles-to-Barstow-to-Las Vegas Dual Sport Ride

The tradition continues

By Anne Van Beveren
Photos by Tom Van Beveren

LAS VEGAS, NV, NOV. 24-25

For the 12th year in a row, Thanksgiving was more than just turkey and stuffing for hardy dual sport riders from all over the United States.

Riding everything from a 1954 Triumph to the latest in ATK four-strokes, almost 250 on- and off-road enthusiasts gathered to tackle the wilderness between Los Angeles and Las Vegas at this year's Los Angeles-to-Barstow-to-Las Vegas dual sport ride - a two-day cross-country trek that has earned a reputation as the premier dual sport event in the country.

"I can't remember exactly how we heard about it, but we've just always wanted to ride it. We always heard that if you were going to ride a dual sport event, this was the one you should do," said Ted Heitsche, who drove 2400 miles from Ohio to participate in the event. "Nine of us came, including my father and a friend who rode with me. We came out here to try it and we had a lot of fun. We'll probably be back."

Heitsche's last trip to California was in 1973, when he made the trek from Ohio to ride the predecessor of today's dual sport event, which uses existing roads and trails - the infamous Barstow-to-Vegas Hare & Hound off-road race, which fell victim to environmentalist pressure in the late 1980s.

"I was the youngest rider ever to do the race at that time," said Heitsche, who was 11 years old and rode an XR75 Honda. "I finished it, but it was after dark by the time I got to the finish."

Heitsche completed this year's event well before dark both days thanks to a Honda XR650L and a shorter-than-usual course, which took the riders 178 miles on Saturday and 203 miles on Sunday.

Day one's action began at the crack of dawn on the day after Thanksgiving at Honda's Rider Education Center in Colton, California. Mindful of last year's long course, most of the riders opted for an early start and the parking lot was a hive of activity by 6 a.m. as riders prepped their bikes, signed in and added their toy to the growing pile of donations for Toys For Tots.

By 7 a.m., a steady stream of bikes was heading out of the parking lot and down the pavement towards the first dirt section, which led up a canyon into the Angeles National Forest. The back-and-forth turns coupled with thick dust to ruin Bruce Lessing's second shot at the two-state extravaganza.

"I just fell over on one of the corners. It was a nothing crash but when I went to pick up the bike, I found I couldn't," said the Honda XL350 rider, who broke his left collarbone and had to ride out to the nearest highway and then ride another 15 miles to the hospital. "I hadn't been hurt in 15 years, then I broke my foot last month, and now this. I'm left-handed, so that makes it worse, too."

The trail wound through the hills, providing spectacular views of the valley below and criss-crossing small streams, before it hit pavement again just below the mountain community of Running Springs, where Honda's support truck was waiting to help with flat tires and the results of a wide range of other trail-side mishaps. The Honda truck met the riders at strategic spots along the trail all the way to Las Vegas, working extra hard to fill the gap created when Suzuki's support truck failed to show up for the event, which ironically was the final event of the AMA Suzuki National Trail Ride Series.

The trail split for the first time at Green Valley Lake, sending "easy-way" riders on a tour of picturesque back-country jeep trails to the lunch stop at Big Bear, while "hard-way" riders took a challenging run along difficult single-track trails and went head-to-head with a tricky uphill.

"It was pretty steep and there were a lot of rocks with a coating of dust on them," said Jeff Landers. "It took me two shots to get up there, and the first time I went up it I never even saw the hill, there was so much dust."

"Rocks and deep silt - it was a tough section. By the time we got there, there were 20 people lying all over the hill," said Larry Woodruff, who rode sweep in the middle of the pack. "I had to take three bikes up the hill."

The trail split again after lunch. The easy-way riders were treated to another meander through picturesque hillside trails with occasional patches of loose rocks and roller-coaster-like up-and-

(Top left) Las Vegas was a welcome sight for many sore eyes at this year's Los Angeles-to-Barstow-to-Las Vegas dual sport ride.
(Left) Everyone enjoyed this year's unusually warm and dry ride, but the pleasant weather conditions came at a price - dust, and lots of it.
(Below) Larkin White wheelies his 900cc BMW on one of the many long dirt-road sections on day two.

down terrain, while the more adventurous riders followed a watery wash out of the foothills to the start of the desert section in Lucerne Valley.

"It was a long, long sand wash with water in it," said Dana Bell, who tackled the course on a Honda XR250L. "It goes through the middle of the wilderness area and it's pretty, but the sand was really deep and soft where it wasn't wet."

The trail followed Camp Rock Road out onto the desert floor and split again, sending easy-way riders west to Highway 247 for the final run into the overnight stop at Barstow, while hard-way riders tackled the deep sand of a never-ending wash for their final challenge of the day.

"The desert section was really well laid out. They found the only virgin sand wash left in the Mojave Desert. It had no whoops at all," said Larry Woodruff.

Riders who enjoyed a trouble-free run had plenty of time for bike maintenance and bench racing in Barstow, but flat tires and the occasional mechanical problem kept some of the riders on the trail until well after dark.

Whether they finished early or late, all of the dual sporters were happy with the weather, which saw 70-degree temperatures during the day and dipped only as low as the 50s at night - a far cry from the biting wind and ice-on-the-seat temperatures of earlier years.

"This is the warmest one I can remember. Even the first hour in the morning was fine and that's usually pretty nippy," said Terry Pratt, who has lost count of how many Los Angeles-to-Barstow-to-Las Vegas events he has ridden. "I would have to go home and count my roll charts to find out how many times I've done this - I've saved them all."

"The weather was almost too good in that it was really dry. If we had to complain about something, it would be the dust," said Pratt.

Day two's course began with a run past Calico Ghost Town, then turned off the pavement to wind through a canyon surrounded by rounded mudhills. Protected from the light breeze that helped to make the rest of the dusty trails bearable, the canyon was soon thick with a fog-like brown cloud that made life miserable for the unsuspecting group of play riders who had staked out a camp there for the weekend.

The canyon gave way to a gravely wash and then it was powerline road all the way to the lunch stop at Baker, 83 miles into the course.

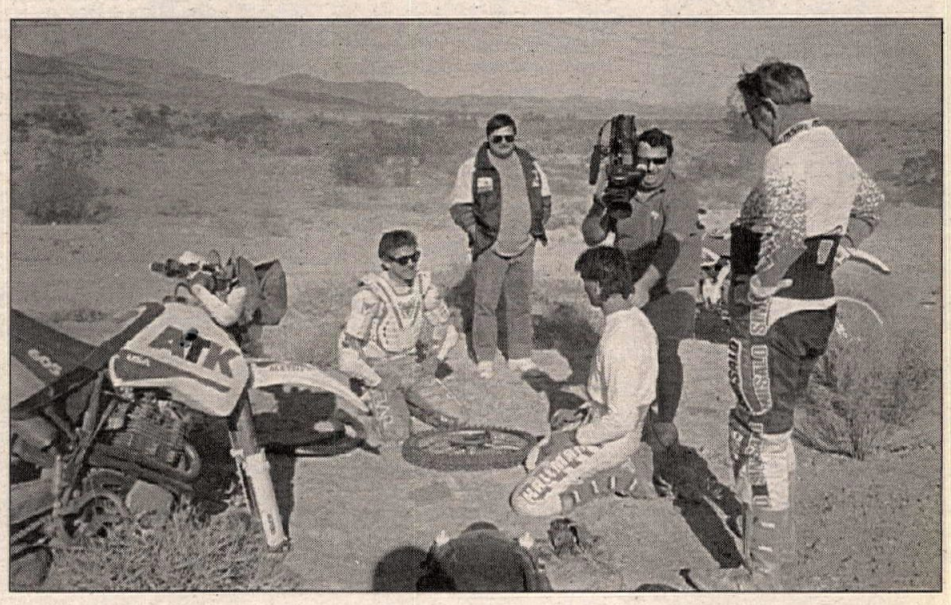
"There was a lot of straight powerline road, but I guess that was compensated for by some of the twisty rocky trails and that little Joshua tree forest they ran us through," said Pratt. "There was some very neat trail and, on a vintage bike like mine, even the long straight road is interesting: One mistake and bang, you're down."

Pratt, who has won the "oldest bike" award two years running on his 1966 Triumph, lost out this year when Bill Getty conquered all 381 miles of the two-day event on a 1954 Triumph.

Less-experienced riders also found plenty of challenge in the power-line road, which featured hidden rocks, sandy spots and dust, dust, dust.

"I didn't quite make it. I was on the powerline road when it got really sandy and, the next thing I know, I was sitting on the ground," said Robin McKenney, who was taking her second shot at the event on a Yamaha Serow. According to McKenney's fiance, Robert Schafer, McKenney cleared the handlebars, ripping the roll chart off with her knee as she went over.

(Above) Approximately 250 riders turned out for the ride.
(Right) This guy received the Hard Luck Award for having to fix seven flat tires.



"I hit my head, so I don't remember the fall, really. I rode to Baker and then called it quits," said McKenney, who had a heart-lung transplant five years ago. "I still had a good time and yes, I think I will be coming back."

McKenney wasn't the only casualty of the long, straight road.

Tom McKenna, who was riding two-up with his 12-year-old daughter Jacqueline on a 1984 XT550, hit a rock that put the two of them down at about 30 miles an hour.

"She was a little shaken up and got a few bumps and bruises, so when we got to Baker, she went the rest of the way with her mother in the car," said McKenna, President of the Pasadena Motorcycle Club. "It's a bit tough riding double on a bike like this because the passenger pegs are on the swing arm and she can't stand up because that leaves you with no suspension."

A lot of riders suffered casualties of a different sort and found themselves changing tires by the side of the trail. The most unlucky rider of the weekend suffered a total of seven flats, but Roy Coe's one flat wasn't to be sneezed at either. It was the first flat that Coe had suffered in eight years of riding Los Angeles-to-Barstow-to-Las Vegas on an XT500 Mongrel that he built out of leftover parts from 12 different Yamahas.

"I've got the oil in the frame and I had clamped the tire irons to the frame, so when I went to get them off, they were like 210 degrees - ouch," said Coe.

And that was just the beginning of his problems.

When he removed the flat, Coe found that he had split the rim, so he used the rocks that had caused the flat to beat the rim back together, then he installed the "new" tube.

"We put it in, inflated it and it deflated right away - boom, just like that," said Coe. "When we looked at it, it had dozens of little holes in it from where it was folded. It looked like a brand-new tube but it had got holes in it from being stored with all the tools banging into it. We had to patch all the holes."

An early start and a steady pace put many of the riders into the lunch stop at Baker by 9:30 a.m., which left plenty of time for a break before the jeep trails and powerline roads continued.

The only hard-way split on the day-two roll chart came 17 miles after lunch, when riders who wanted to add 15 miles to the day's mileage turned off to the east for a down-one-canyon, back-up-the-next canyon run that featured deep sand washes and twisty one-track trails.

Then it was back on the main trail for the run to the next gas stop at Stateline, where a few riders in the know took a break for a ride of a different sort.

"We headed across the road to Buffalo Bill's Casino to ride the rollercoaster (billed as the highest and fastest in the world)," said Alan Cohn. "They said to leave the bikes in valet parking, which was a nice touch, then we got on the roller coaster, all ready to go."

"We were fully dressed. We had our gloves on for better grip and everything," said Steve Dickinson, "but at the last minute, they told us we had to take our helmets off. They didn't even care when I told them they were Snell approved."

The trail paralleled Highway 15 from Stateline towards Jean, Nevada, then turned west into a tricky section of loose rocks that caused a number of tip-overs. The next order of the day was a deep silt bed that put almost as many riders on their heads, and then it was time to relax on a 20-mile power-line road that ended with a view of the Las Vegas strip and the finish line at the Hacienda Hotel and Casino.

"I've wanted to do this ride for three years and it feels really good to finally do it," said Chris Stadtner, who rode a 1986 Honda XL600 "with two inches of travel - it's made my butt look like a strawberry."

"Each year, I signed up with the AMA just so I could do this, but things didn't work out and I had to miss it. I've got a hundred bucks invested in AMA fees, but it was worth it," said Stadtner. "And I'm doing it door-to-door on the bike. None of this loading it in a van to take it home for me."

Mark Scott made it all the way to the finish on a BMW R100GS, but admitted that he didn't take any of the hard-way options.

"You can't do the hard ways because of the wheelbase on this bike, plus it's too heavy," said Scott, "and the sand washes are interesting. It's like a little elephant. It just goes where it wants to and you do a balancing act trying to fight it back to where you want it to go."

But Scott wouldn't swap his mount for anything.

"I've done this ride five times - three times on this and two years on an XL. It's different strokes for different things, but overall, I like the BMW better," said Scott. "Plus it has heated handgrips, which you can't beat on the years when it's really cold."

Another BMW fan, Bob Brown, compounded the challenge of his R80GS's extra weight by loading his 12-year-old grandson Greg on the back.

"The soft sand is pretty exciting on a BMW, but the toughest part of the ride was waiting one and a half hours for our buddy to show up at one of the resets on day one. His wrist hurt too much so he went home, but we didn't know that, so we hung around waiting for him," said Brown.

The real hero of the weekend was 50-year-old Connie Butcher, who tackled both days on a Suzuki DR350 despite extremely limited experience on a motorcycle.

"I don't do this very often - like never, actually," Butcher said. "I don't even ride. I did two practice runs on Angeles Crest and that's about it. It's not smart when you're 50 to be a rookie and my children keep saying, 'Mother, you're too old for this.'"

Under the watchful eye of John Flanders, Butcher completed day one, despite a near out-of-gas experience on the final run into Barstow, but bailed out halfway through day two when a rocky hill and deep sand got the better of her. She rode the last stretch from Baker to Las Vegas on the freeway, proving that finishing is a different sort of triumph for everybody who makes the trip.

"It was a great success as far as I'm concerned. I have all my nails and all my teeth," said Butcher, with a grin. "I fell, broke a couple of turn signals, but I didn't have to be towed in."

Other heroes of this year's ride included Robin Maxie, who won the smallest motorcycle award for completing the ride on a 125cc Honda, and 74-year-old Bud Wright, who earned the trophy for oldest rider. Wright, who started riding in 1949, was one of six riders over 65 years old who attended the after-ride party at the Hacienda Hotel, where a drawing sent lucky dual sporters home with everything from a new helmet or riding jacket to a magazine subscription or flat-proofing for their tires. CN

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#314F) 1995 Dallas Supercross
Round #12 of 125/250cc U.S. Supercross Series action from Texas Stadium in Dallas. 47 minutes from Motovideo. **$24.95**

(#313F) 1995 Cleveland Supercross
Round #13 of 125/250cc U.S. Supercross Series action from Cleveland stadium. 47 minutes from Motovideo. **$24.95**

(#311F) 1995 San Jose Supercross
Round #14 of 125/250cc U.S. Supercross Series action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo. **$24.95**

(#315F) 1995 Las Vegas Supercross
Final round (#15) of 125/250cc U.S. Supercross Series action from the Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo. $24.95

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

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(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

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(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA. **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video. **$24.95**

(#60A) MX-Posed: Volume #1/2
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

(10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?

- 1995 500cc GP Series Review
- This Is Advanced Motorcycle Trials
- Redline America
- 1995 Dallas Supercross
- 1995 Cleveland Supercross
- 1995 San Jose Supercross
- 1995 Las Vegas Supercross
- 1995 Budd's Creek AMA National MX
- 1995 Southwick AMA National MX
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Purple reign?

By Donn Maeda
Photos by Al King and Maeda

We admit, when the 1996 Kawasaki KX250 rolled into our offices, the first thing we noticed was the gaudy, new, purple plastic. Paired with a hideous fluorescent yellow and pink radiator-shroud graphic, almost everyone agreed that the KX was an eyesore, and no one was overly anxious to throw a leg over the new bike. Last year, a few of our testers disliked the KX because of its brutal powerband. A lack of low-end power, coupled with a monstrous midrange hit and so-so top end left many of our testers with pumped-up arms and a bad taste in their mouths. Why would we expect this year's KX250 to be any different? After all, when a manufacturer goes for a radical new look, it usually means that there haven't been many technical updates.

Boy, were we wrong. Though the updates made to the 1996 KX250 seem minimal on paper, the end result on the track are quite impressive. Though our testers still feel that the new color scheme is atrocious, the KX has quickly become a favorite in the *Cycle News* garage. Just how good is the new KX? This could very well be the year of the purple people eaters...

HOW 'BOUT THOSE CHANGES?

To the eye, the only outwardly visible change is the larger Kayaba 46mm inverted forks. The huge legs are now exactly the same size as the works forks guys like Mike Kiedrowski and Mike LaRocco have been running for years. The massive tubes are designed to have less flex than the smaller 43mm tubes of old, and the increased oil volume equals better compression and rebound damping control.

To compliment the new forks, the Kayaba shock was revalved and paired with a new Uni-Trak linkage. The new linkage is said to provide a more linear, more controlled stroke that translates into better hookup. The swingarm was beefed up near the pivot and linkage-mount areas.

Enginewise, only a few minor modifications were made. For snappier engine response and better low-end power, the sub-exhaust and transfer ports were altered, and the ignition curve was modified to compliment the new porting. The 38mm Keihin PWK carburetor has "wings" on the intake side that channel air straight to the needle jet, and Kawasaki claims that better throttle response is the benefit.

To better handle the power put out by the KX250 motor, the shift fork's internal diameter and shift-rod diameter have been increased by 2mm.

Other changes include a new rear brake pedal that is said to be more rigid, and a new 60mm-shorter front-brake hydraulic line that is supposed to improve the KX's braking power. The

shorter brake line is made possible by a new-design front number plate that has a shape similar to the Yamaha YZ's.

PRINCE'S RIDE

Our first ride aboard the new KX came at the infamous Carlsbad Raceway and we immediately fell in love with the KX on the hard-packed, dry, slippery course. Though small, the changes made to the KX's motor reaped a world of benefits. The KX has a great spread of power that starts down low and pulls well into the upper rpm range. Gone is the abrupt hit, and in it's place is a smooth transition between low-end and midrange power. Bursts of uncontrollable power and subsequent wheel spin are a thing of the past - the new KX250 is a tractor. Unlike last year, the KX can be chugged around the track in a high gear just as effectively as it can be revved out on the pipe. We preferred the former, as it was easier to maintain traction when the bike was in the lower rpm range.

Though Carlsbad is known best for its frame-breaking potholes and square edges, the track felt no rougher than the Costa Mesa Speedway course when we were on the KX. We loved the new Kayaba fork, especially on the famous Carlsbad Freeway and the subsequent downhill. Drop-away jumps that used to strike fear into the hearts of our testers were suddenly no problem. The KX front end craves slap-down landings. Even the hardest landings are gobbled up with ease. The rear end works equally as well, absorbing bumps, curbs and landing with equal poise. Never did the KX swap or shake it's head.

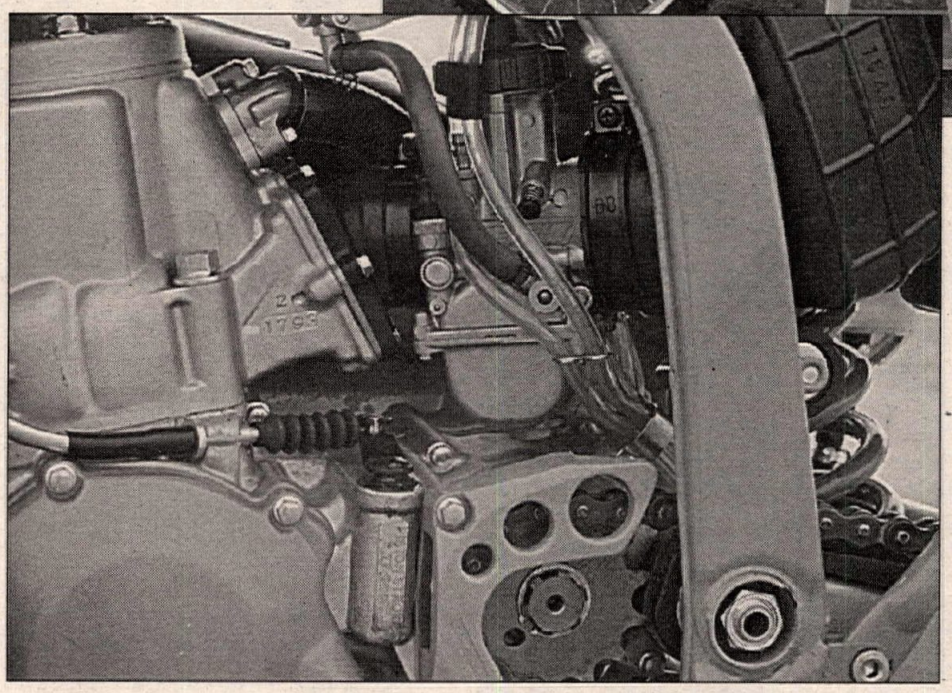
Our next ride on the green and purple machine came at Rainbow II MX Park. Though the majority of the track is natural terrain, there are several stadium-type obstacles, including a supercross whoop section and a third-gear quad jump. Here, the KX drew mixed reviews. When the track was smooth early in the day, the bike worked just as it had at Carlsbad - perfectly. But at the end of the day when the course roughened up, it became apparent that the forks were much too soft. The landing areas following the jumps all developed potholes, and the forks would emit a clanking sound with almost every landing. We tried going in on the compression adjusters and eventually ended up with the clicker set on three, but such an extreme setting only yielded a harsh ride in the smaller bumps. A stiffer set of fork springs is a must for heavier riders.

Even with the soft front end, however, the KX still continued to shine in several other portions of the track - namely the whoop sections. Rainbow boasts two long sets of whoops, one is stadium style, and the other is a natural set of rolling whoops with a square edge or two thrown in for good measure. In the stadium-style whoops, the KX stayed extremely level and did nothing but inspire confidence. Riders could jump three and four into the section and never worry about the front end diving or the rear end kicking. In the natural whoop section, the KX was equally as confidence inspiring. A wheelie could be carried through the majority of the bumps, and the occasional front-wheel touchdown was not a scary occurrence. Even the square edges were soaked up with ease.

Starwest Supercross Park and Castaic MX Park are two stadium-style courses that we also visited with the KX. In stock condition, we felt that the bike was without a doubt undersprung and undervalved for such conditions. Only our lightest and most skilled riders were able to cut laps aboard the KX without coaxing a loud clack from the front end. A few weeks later, we again visited the tracks with stiffer 0.40-kg springs, and the improvement was remarkable. The stiffer springs not only helped the forks to resist bottoming, but allowed them to ride higher in the plusher portion of the suspension stroke as well. We elected to leave the stock 4.9-kg spring.

(Left) The Kayaba 46mm inverted forks offer an incredible ride on hard-packed courses, but may be too soft for many riders in supercross or sandy conditions. (Below) The KX250 looks the same as last year's in a black and white photo, but in person, the purple and green machine is shocking.

(Below) There are no visible changes in the motor department, but inside, a few minor adjustments equal a whole lot of change. The new KX250 engine puts out an excellent spread of power.



OTHER STUFF

The front brake feel is noticeably improved over past models, as the shorter hydraulic line yields power and modulation that *almost* rivals a Honda's. Without a doubt, these are the best brakes that a KX has ever come equipped with.

As the only machine with a one-piece radiator-shroud/fuel-tank juncture, the KX is the bulkiest-feeling Japanese 250cc machine. It's also the tallest-feeling, and the seat takes some getting used to because of it's love-seat-inspired shape.

The KX is the only bike to boast hand holes under the seat, and is also the easiest bike to get on a stand. Oddly enough, it's also the hardest to keep still on a stand, as the odd-shaped undercarriage and high ground clearance make it almost impossible to get both wheels off the ground with a normal stand.

If you think that the new, purple plastic looks bad on the showroom floor, wait until you get roosted a few weekends in a row - the fork guards get a hazy white surface, and the radiator shrouds just look plain beat. Luckily, Berg Racing - one of Team Kawasaki's official sponsors - makes a trick set of carbon-fiber fork guards that can replace the peppered purple units.

Does it sound like we're making too big a deal about the KX's new look? Maybe so. Perhaps it's because aside from the softly sprung front forks, there's little else to complain about when it comes to the 1996 Kawasaki KX250. A great motor, almost-perfect suspension, super handling and Honda-esque braking performance make the newest KX250 a winner.

Ugly or not. CN

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

Kawasaki KX250

Specifications

List Price	$5599
Displacement	249cc
Engine type	Liquid-cooled single-cylinder two-stroke
Bore x stroke	66.4 x 72mm
Compression ratio	9.0-10.8:1
Carburetion	38mm Keihin
Ignition	Digital CD
Transmission speeds	5
Starting system	Kick
Fuel capacity	2.25 gal.
Wheelbase	57.5 in.
Seat height	37.6 in.
Front tire	80/100 x 21
Rear tire	110/90 x 19
Front wheel travel	12.2 in.
Rear wheel travel	13 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	213 lbs.

ARENACROSS
Super Arenacross Series

Round 2: Veterans Auditorium

Pederson, Stephenson go dutch

(Left) Chad Pederson rails through the first turn en route to the Friday night 250cc main-event win. (Right) Denny Stephenson (18) gets ready to pass defending Arenacross Champion Jimmy Gaddis (1).

By Pam Lambert

DES MOINES, IA, NOV. 17-18

Round two of the MSR/Answer/KBC-sponsored PJ1 Super Arenacross Series visited Veterans Auditorium, and Chad Pederson and Denny Stephenson took home all the gold. Pederson won both classes Friday night in front of a hometown crowd while Stephenson swept both classes Saturday night. Amid boos from the Pederson-partial crowd, Stephenson said, "We got real close but I was glad to hear Chad say he would have done the same thing if he had been in my shoes. We got close but it was just good racing. You guys saw one hell of a race, and if you didn't like that race you can kiss my ass!"

FRIDAY

The crowd was thrilled by a wire-to-wire win in the 250cc class by SplitFire/Pro Circuit/Kawasaki rider Pederson. Jeromy Buehl had a flawless start aboard his new Thor/Team Green ride, but Pederson quickly skimmed through the whoops to take the lead. Honda of Troy rider Todd DeHoop pulled alongside Buehl and the two riders stayed close for several laps with DeHoop pulling a slight edge along the start/finish straight. Cliff Palmer trailed just behind in fourth and found an opening around Buehl as he ducked underneath in a right-hander. As Pederson thrilled the crowd on the last lap with a style show over the Budweiser Double, Palmer pulled alongside DeHoop. Pederson motored around to take the checkered flag first while Palmer and DeHoop battled with lapped riders and Palmer was able to go outside on the last turn while DeHoop's tight inside line was slowed by traffic. Pederson took the win; Palmer was second and DeHoop third. Buehl held on to fourth and Gaddis worked his way up to finish fifth.

SATURDAY

Shawn Morgan pulled the holeshot in the 125cc main event, but defending Arenacross Champion Grayson Goodman blasted through the whoops and stole the lead. Stephenson powered through the whoops past Morgan to quickly take control of second while Pederson landed ahead of Morgan from the Budweiser Double to move into third. Goodman was unstoppable and unpassable for the first five laps of the 14-lap main event, but Stevenson's tight, inside line in the left-hander before the start/finish straightaway was quicker and Stephenson blasted ahead for the lead. Pederson was just behind the front runners in third and surprised Goodman when he blew past in the whoops. Morgan continued to hold fourth but had to fight off a charge by Buehl until he slid out in a turn. Morgan then had to hold off Greg Rand, but Rand eventually crashed his Honda in the whoops. Morgan was then attacked by Gaddis, who made a pass that stuck. Stephenson and Pederson continued their war out front, lap after lap. Finally, on the white-flag lap, Pederson out-jumped Stephenson over the Budweiser double and took the lead for a split second. When the two riders entered the next turn, Stephenson was on the inside and Pederson on the outside. On the step-up jump that followed the turn, the riders banged bars and Pederson planted his handlebars over into a hay bale. Stephenson went on to the finish line while Pederson quickly picked up his bike and held on to second just ahead of Goodman. Gaddis had worked his way up from the back of the pack to finish fourth while Mark Morris took fifth.

Gaddis grabbed the holeshot in the 250cc main event, but Stephenson had the whoop section dialed in and flew past. Stephenson had smooth sailing out front. Rand was in second holding a slight lead over DeHoop and Palmer until he crashed into a hay bale after the triple jump. When the halfway flags were shown, Stephenson had a good lead and Gaddis was comfortably in second. The next six riders were so close it was difficult to tell who was in command of what place. Lapped riders provided a few opportunities for Palmer and Pederson to move ahead of the others while DeHoop and Buehl had to pick and choose lines more carefully to avoid major crashes. Stephenson finished first for his second win of the evening. Gaddis was second with his best finish of the weekend. Palmer, Pederson and DeHoop completed the top five. CN

(Right) Jeromy Buehl (2) and Grayson Goodman (3) file through the first turn. (Below) Hometown favorite Chad Pederson scored a pair of popular wins on Friday night.

Veterans Memorial Coliseum
Des Moines, Iowa
Results: November 17-18, 1995

Friday

125 EX: 1. Chad Pederson (Kaw); 2. Jeromy Buehl (Kaw); 3. Todd DeHoop (Hon); 4. Denny Stephenson (Suz); 5. Grayson Goodman (Suz); 6. Cliff Palmer (Suz); 7. Mark Morris (Yam); 8. Andy Bowyer (Kaw); 9. Jimmy Gaddis (Kaw); 10. Jeff Hedden (Suz); 11. Chet Bungardner (Hon); 12. Tracy Bachman (Hon); 13. Greg Rand (Hon); 14. Trea Purdy (Hon)

250 EX: 1. Chad Pederson (Kaw); 2. Cliff Palmer (Suz); 3. Todd DeHoop (Hon); 4. Jeromy Buehl (Kaw); 5. Jimmy Gaddis (Kaw); 6. Greg Rand (Hon); 7. Denny Stephenson (Suz); 8. Shawn Morgan (Kaw); 9. Grayson Goodman (Suz); 10. Travis Kobush (Hon); 11. Andy Atkins (Kaw); 12. Scott Mericle (Hon); 13. Jeff Hedden (Suz); 14. Brad Woolsey (Kaw)

50: 1. Adam Schlax (Cob); 2. Coty Mosqueda (LEM); 3. Cody Gilmore (LEM); 4. Justin Pinckard (KTM); 5. Tanner Thergensen (KTM); 6. Jesse Gildea (LEM); 7. Brian Wendell II (LEM); 8. Michael Vittetoe (LEM); 9. Chad Blank (LEM); 10. Matt Stokes (Yam).

Saturday

125 EX: 1. Denny Stephenson (Suz); 2.Chad Pederson (Kaw); 3. Grayson Goodman (Suz); 4. Jimmy Gaddis (Kaw); 5. Mark Morris (Yam); 6. Jeromy Buehl (Kaw); 7. Cliff Palmer (Suz); 8. Shawn Morgan (Kaw); 9. Andy Bowyer (Kaw); 10. Brad Woolsey (Kaw); 11. Andy Atkins (Kaw); 12. Cliff Adoptante (Hon); 13. Jeff Hedden (Suz); 14. Greg Rand (Hon)

250 EX: 1. Denny Stephenson (Suz); 2. Jimmy Gaddis (Kaw); 3. Cliff Palmer (Suz); 4. Chad Pederson (Kaw); 5. Todd DeHoop (Hon); 6. Jeromy Buehl (Kaw); 7. Shawn Morgan (Kaw); 8. Andy Bowyer (Kaw); 9. Mark Morris (Yam); 10. Brad Woolsey (Kaw); 11. Greg Rand (Hon); 12. Grayson Goodman (Suz); 13. Jeff Hedden (Suz); 14. David Lott (Hon).

50: 1. Adam Schlax (Cob); 2. Kody Schantzen (Cob); 3. Cody Gilmore (LEM); 4. Derek Moore (Cob); 5. Tanner Thergensen (KTM); 6.Jesse Gildea (LEM); 7. Brian Wendell II (LEM); 8. John Heinklein III (KTM); 9. Justin Pinckard (KTM); 10. Chad Blank (LEM); 11. Jered Sitz (KTM); 12. Matt Whitlow (LEM); 13. Michael Vittetoe (LEM); 14. Matt Stokes (Yam); 15. Robert Ogden (KTM).

PJ1 SUPER ARENACROSS SERIES POINT STANDINGS (After 2 of 12 rounds): 1. Jimmy Gaddis (120); 2. Jeromy Buehl (119); 3. Todd DeHoop (105); 4. Cliff Palmer (95); 5. Grayson Goodman (81); 6. Chad Pederson (73); 7. Mike Jones (68); 8. Denny Stephenson (67); 9. Greg Rand (62); 10. Scott Sheak (58).

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(Top) Bob Phillips (4) led Brad Schultz (79) and Peter Casano (131) into turn one in the 250cc Novice class at Castaic MX. (Above) This deep-water crossing was just one of the many challenges that awaited participants during the third annual Malcolm Smith Dual Sport Ride in the San Bernardino National Forest.

Malcolm Smith Dual Sport Ride

Malcolm draws a grin

By Nate Rauba
Photo by Kinney Jones

RIVERSIDE, CA, NOV. 12

As depicted in the legendary motorcycling movie "On Any Sunday," there's nothing better than getting together with some friends and going for a trail ride, especially if you are Malcolm Smith - the motorcyclist star of the film - and nearly 200 of your friends join you on your own 150-mile dual sport trek.

The legendary off-road motorcyclist hosted his third annual event out of his immaculate multi-line dealership in Riverside on a beautiful fall day.

"We do this ride more as a promotion for the store," Smith said. "Half the people here have never seen it."

Sign-up began at 6 a.m. in the store's parts department. A steady line snaked through the accessory displays for the next two hours. One person new to the store but very familiar with the person behind it was entertainer Lyle Lovett.

"I've been a big Malcolm Smith fan since I saw 'On Any Sunday' when I was a kid," said the singer, who was in the Los Angeles area recording his next release. "It's always exciting when you get to meet your heroes."

You could tell that Lovett was excited as he wore a grin as big as the one that made Smith famous in the movie. Together they pulled out of the parking lot and were among the last riders to head for some of Smith's favorite trails in the San Bernardino National Forest.

Getting to those trails involved nearly 30 miles of pavement, and the riders chose between the freeway route and surface streets. Smith acknowledged that there were some complaints about the lengthy pavement sections, but most riders understood that in order to leave from his store the blacktop was necessary.

"Plus, they are supposed to be dual sport bikes," Smith added. "We don't want to give the anti-off-road movement any more ammunition, so we've got the Forest Service making sure everyone plays by the rules."

Once the ride headed into the west end of the San Bernardino Mountains, there was very little pavement for nearly 100 miles if you counted all the difficult sections. However, quite a bit of dust could be found as the region had seen very little rain since the spring.

"I ordered a water truck, but it didn't come," Smith joked.

Those who took the difficult route found the first real challenge near Silverwood Lake when an OHV trail made a steep climb. There were three different routes up the hill, and a crowd formed at the bottom.

"There were about 30 riders stopped, looking at the hill," Smith said. "So I went up it to give them some encouragement."

Most made it, even though it took them several attempts. Others didn't.

"It was a tough hill," said Steve Peters of Simi Valley. "After four tries I turned around and went back. That's very rare for me."

Another optional OHV-trail section awaited the riders after the lunch stop, but perhaps one of the most difficult sections turned out to be on the general route - a 20-foot-deep creek crossing. A hole in the middle of the creek dropped riders into cylinder-head-deep water, leaving plenty of riders who had lost momentum and fallen or simply drowned out, drying their machines on the other side. The dirt road heading out of the creek was rather challenging for everyone, and another difficult section awaited those who really wanted to test their ability.

Smith returned to his shop as the sun went down, some participants would come in even later. But almost everyone was happy.

"It is fun to ride with guys I can keep up with," said Ed Stewart, a dentist out of Fallbrook. "And Malcolm... the guy's legendary. Unfortunately, you still only see his license plate!" CN

Little big at Castaic Motocross

By Donn Maeda
Photos by Tony Alessi

CASTAIC, CA, NOV. 19

It may have been a while since Mike "Chicken" Little raced regularly, but the Racers Edge/Spike Racing-backed rider showed that he hasn't lost any of his speed at the opening round of the SSC Promotions Thousand Oaks Yamaha Winter Warm Up Series, held at the Castaic Lake MX Park. Nearly 200 riders showed up to do battle on the specially designed track, and most agreed that the course was one of the best ever. In addition to incorporating most of the usual stadium-style track, the race course wound up, down and through the hills that surround the area. A steep downhill was one of the highlights of the new design, and many likened it to the famous Mammoth Mountain downhill. A brand-new 1996 Yamaha YZ125 is up for grabs, courtesy of Thousand Oaks Yamaha, and the top finishers in each class were awarded raffle tickets which will determine the lucky winner at the end of the three-race series.

Mounted aboard his trusty 1991 Suzuki RM250, Little blasted into the lead at the start of the first five-lap Vet Novice moto. A full field of 13 riders trailed Little around the course, but no one could match the pace set by the leader. Bob Bang suffered a terrible start and worked throughout the moto to end up an eventual third behind runaway winner Little and Richard Anaya.

"That's the way I like 'em," said Little. "Nice and boring."

Unfortunately for Little, the second moto would be anything but boring. Little nabbed his second holeshot of the day, but this time, Band started second and shadowed him right from the get-go. Bang pressured Little for three laps before sneaking past in the new back section of the track, and fended off Little's attacks for the remainder of the race. Though Bang greeted the checkered flag first, it was Little who emerged victorious in the overall standings. Little's 1-2 scores beat out Bang's 3-1. Anaya was third overall with a 2-3.

Andy Anaya piloted his Thousand Oaks Yamaha/Enzo Racing-sponsored YZ250 to the 250cc Intermediate class win via 3-1 moto scores. Darrin Hoeft topped the first moto with ease, beating Adam Pierce and Anaya home with relative ease, but elected to head home before the start of moto two. This left the door wide open for Anaya, and he stormed to the second-moto win ahead of Kenny Terracciano and Shawn Davis. Pierce could only manage a fourth-place finish in moto two, but still emerged second overall. CN

Results

P/W (4-8): 1. Cole Seeley (Cob); 2. Chad Gores (Yam); 3. Chris Jancien (Yam); 4. Kanyeron Scott (Yam); 5. Tye Hames (Yam).

60 F/T: 1. Richard Bach (Kaw); 2. Ryan Malherbe (Kaw); 3. Josh Flint (Kaw); 4. Blake Watkins (Kaw).

60 (0-8): 1. Mike Alessi (Kaw); 2. Brett Mountain (Kaw); 3. Tate Mislasrek (Kaw); 4. Jeff Alessi (Kaw); 5. Michael Biershiro (Kaw).

60 (9-11): 1. Chris Nihan (Kaw); 2. Sean Collier (Kaw); 3. Vincent Foltz (Kaw); 4. Andy Pierce (Kaw); 5. J.J. Hall (Kaw).

80 OPEN: 1. Billy Payne (Kaw); 2. Brandon Morgan (Yam); 3. Clint Reif (Hon).

80 BEG: 1. Vincent Rhoads (Yam); 2. Andrew Turner (Yam); 3. Steve Price (Kaw); 4. Darin Blankenship (Hon); 5. Patrick Brown (Yam).

80 NOV: 1. J.J. Bonanno (Yam); 2. Brian Hulsey (Kaw); 3. Matt Armstrong (Yam); 4. Scott Howe (Yam); 5. Cale Wallace (Yam).

125 BEG: 1. Colby Peck (Suz); 2. Brian Terry (Hon); 3. Kory Klinger (Kaw); 4. Masashi Motohashi (Suz); 5. Mark Valengurla (Hon).

250 BEG: 1. Patrick Wade (Kaw); 2. Craig Wirths (Yam); 3. Paul Schultz (Yam); 4. Steve Weiser (Yam); 5. Steven Blankenship (Hon).

25+ BEG: 1. Craig Wirths (Yam); 2. Sean White (Kaw); 3. Brian Bennett (Yam); 4. Angel Rodriguez (Hon).

VET BEG: 1. Ralph Collins (Kaw); 2. Michael Weeks (Hon); 3. Mike Malherbe (Yam); 4. Phillip Kuhn (Yam); 5. Ron Wade (Kaw).

125 NOV: 1. Damon Bivens (Yam); 2. Andrew Labrador (Hon); 3. Scott Palphten (Yam); 4. George LaMonte (Suz); 5. Brian Morgan (Hon).

250 NOV: 1. Peter Casano (Hon); 2. Brad Schultz (Yam); 3. Rick Jacobsen (Hon); 4. Ian Shippen (Hon); 5. Tom Hayes (Hon).

25+ NOV: 1. Bob Phillips (Yam); 2. Seymour Bettys (Suz); 3. Bob Bang (Yam); 4. Greg Pierce (Yam); 5. Rick Jacobsen (Hon).

VET NOV: 1. Mike Little (Suz); 2. Bob Bang (Yam); 3. Richard Anaya (Yam); 4. Karl Allen (Hon); 5. Rick Davis (Yam).

125 INT: 1. Mike Colier (Kaw); 2. Andy Anaya (Yam); 3. Frank Mecona (Hon); 4. Pat Carson (Kaw); 5. Aaron Baker (Hon).

250 INT: 1. Andy Anaya (Yam); 2. Adam Pierce (Kaw); 3. Shawn Davis (Hon); 4. Kenny Terracciano (Hon); 5. Darrin Hoeft (Suz).

25+ INT: 1. Kevin Allman (Yam); 2. Michael Becke (Yam); 3. Eric Casas (Yam).

VET INT: 1. Kevin Allman (Yam); 2. Joel Harriott (Yam); 3. Eric Casas (Yam); 4. Bob Shimp (Yam).

25+ EX: 1. Joe Lozano (Hon).

VET EX: 1. Darren Elliott (Hon).

250 PRO: 1. Billy Joe Mercier (Yam).

Ice Speedway Championship Series

Arco Ice to Venegas

By Gen Moore

SACRAMENTO, CA, NOV. 11

Three-time Ice Champion Charlie Venegas earned a perfect score of 15 to take the win and the points lead in the second round of the Ice Speedway Championship Series at Arco Arena in Sacramento.

During the first round in San Diego, John Grant had dropped one point to Venegas in the heat races but came on strong in the main event to take the win, tying both riders with 14 points. Robert Curry, Mark Hannah and Pat Litt were tied for second place in the series.

As the evening in Sacramento began, it appeared as though Grant and Venegas would continue their head-to-head battle.

Gary Ackroyd, Grant, Venegas and Mike Faria all came out winners in the first round of heat races, earning three points each. Faria, a former U.S. Champion, was trying to get back in the groove of riding short tracks after racing the European circuit for the past year.

Ironically, in the first heat of round two, Faria was the only rider who was able to stay upright. On the first restart Kelley Bennett broke the tapes, taking himself out. He was replaced by reserve Ian Ferris, who, along with Jeremy O'Neal and Ted Taylor, kept crashing in the first corner. After the third crash Ferris too was ejected, and second reserve John Pierce was brought in. The race was finally finished with Faria taking the win followed by Taylor and Pierce.

The remainder of round two was fairly routine with Faria, Venegas, and Grant finishing with six points to their credit. Ackroyd, however, dropped one point to Hannah. Curry was still in the hunt as well, running only one point ahead of Hannah in their face-off for second.

In the first heat of round three, Curry scored a victory over Grant. Venegas and Faria went head-to-head later in the round with Venegas coming out on top. The win left Venegas as the only rider who could still attain a perfect overall score.

In the Last Chance Qualifier, Curry and Ackroyd came in first and second, respectively, giving them the last two spots for the six-lap main event. Hannah finished third, missing a chance to score more points in his battle with Curry for third in the overall points standings.

The riders lined up for the six-lap main event in two rows of three. Venegas started on the pole with Ackroyd and Faria alongside him. The second row consisted of Curry on the inside along with Jake Zemke and Faria rounding out the field. Faria got off the line first, but Venegas had the inside track, and he took the lead and never looked back. Venegas was never challenged after the first three laps, and went on to notch his first ice victory of the season aboard his Rock N Java/Lucas Oil/Motion Pro Jawa. The last chance qualifiers finished extremely well as Ackroyd and Curry finished second and third respectively, with Faria dropping to a close fourth. CN

Results

MAIN: 1. Charlie Venegas (Jaw); 2. Gary Ackroyd (Jaw); 3. Robert Curry (GM); 4. Mike Faria (Jaw); 5. Jake Zemke (Jaw).

ICE SPEEDWAY CHAMPIONSHIP SERIES POINTS STANDINGS: 1. Charlie Venegas (29); 2. John Grant (23); 3. Robert Curry (21); 4. Mike Faria (18); 5. Gary Ackroyd (17).

Currie quick at Reddick MX

By Kyle Myers

REDDICK, FL, NOV. 12

Over 150 riders attended the Southeast Regional Motocross Championships at Motocross of Marion County where Paul Currie posted a four-moto sweep in the 125cc A and Pro classes.

In the opening Pro moto, Currie led the way with Jarrett Tipping, Jason Dodds, Kenny Jones and John Fesler giving chase. Jones passed Dodds on the middle double with Fesler also passing Dodds in the next corner to move into fourth. Currie quickly pulled away from the pack to amass a five-second lead by the end of the second circuit. Jones closed in on Tipping and made several attempts at the runner-up position. Tipping fell entering a turn with only Jones slipping by.

One lap later, Jones slid out, letting Tipping back into second. Fesler, Dodds and James Joiner all got by Jones before he could remount. Currie, on his HSKS/Fox/Renthal-backed KX, scored the easy win ahead of Tipping, Fesler, Dodds and Joiner.

Currie picked up where he left off in the first moto as he rocketed out of the gate and into the point position. Tipping, Dodds, Jones and Fesler once again gave chase. Currie added to his lead with each passing lap while Fesler dropped out of the race with a blown base gasket and Joiner moved into the fifth spot. Currie would hold on for the win some 15 seconds ahead of Tipping. Dodds, Jones and Joiner rounded out the top five places.

Currie later returned to win both 125cc A motos over Jones, Joiner and Joe DaCosta.

Results

P/W (4-6); 1. Ricky Renner (KTM); 2. Wang Wang Hayes (Yam); 3. Angle Moore (Yam); 4. T.J. Rhonollii (KTM); 5. Aaron Lundy (KTM).

P/W (7-8): 1. Davi Millsaps (Cob); 2. Philip Hewett (Cob); 3. Brianna Millsaps (Cob); 4. Jimmy Keys (Cob); 5. Don Solley (Cob).

60: 1. Davi Millsaps (Kaw); 2. Barrett Smith (Kaw); 3. Zack Lundy (Kaw); 4. William Hewett (Kaw); 5. Cody Roth (Kaw).

80 (7-11); 1. Chaz Northy (Suz); 2. Jeff Moore (Suz); 3. Dan Truman (Kaw); 4. Shawn Mayo (Kaw); 5. Zack Lundy (Kaw).

80 (12-15): 1. J.B. Ballard (Hon); 2. Troy Adams (Suz); 3. Marlin Cardemas (Yam); 4. Ryan Davis (Kaw); 5. Jesse Adams (Suz).

S/MINI: 1. J.B. Ballard (Hon); 2. Martin Cardemas (Yam); 3. Troy Adams (Suz); 4. Ryan Davis (Kaw); 5. Jesse Adams (Suz).

15-24: 1. Ron Renner (Yam); 2. Rob Steverson (G-G); 3. Tim Bantle (Suz); 4. Brett Sanger (Kaw); 5. Andrei Boloni (Suz).

125-250 BEG: 1. Jimmy White (KTM); 2. Roger Creamer (Suz); 3. Mike Schinmack (Suz); 4. Mike Cooper (Yam); 5. John Dennis (Kaw).

125 C: 1. Andrei Bolorku (Suz); 2. Rob Stevenson (G-G); 3. Danny Hansen (Suz); 4. Aaron Jansen (Hon); 5. Sean Franco (Hon)

125 B: 1. Jason Thomas (Hon); 2. Ron Renner (Yam); 3. Justin Guthrie (Kaw); 4. Marcus Pedeyo (Suz); 5. Tim Bantle (Suz).

125 A: 1. Paul Currie (Kaw); 2. Kenny Jones (Hon); 3. James Joiner (Yam); 4. Joe DaCosta (Suz).

250 C: 1. Rob Stevenson (G-G); 2. Jimmy Kersey (Kaw); 3. Gene Garner (Yam).

250 B: 1. Jason Thomas (Hon); 2. Steve Dumond (Yam).

250 A: 1. Brett Sanger (Kaw); 2. Guy Sachetti (Suz).

500 B-C: 1. Steve Dumond (Hon); 2. James Hale (Hon).

25+: 1. Steve Dumond (Yam); 2. Dwayne Fortune (Yam).

30+: 1. John Lundy (Suz); 2. Flipper Page (Yam); 3. Andrew Justice (Yam); 4. David Wagner (Yam); 5. Les Burnside (Hon).

35+: 1. John Lundy (Suz); 2. Flipper Page (Yam); 3. Les Burnside (Hon); 4. Dave Wagner (Yam); 5. Andrew Justice (Yam).

40+: 1. Joe Steidl (Hon); 2. William Hagar (Hon); 3. Randy Kelly (Kaw).

Randt rages at Turkey Creek Enduro

By Jan B. Warner

NEW PARIS, IN, NOV. 5

Alan Randt topped a field of 170 competitors from six states at the 20th annual Turkey Creek Enduro near the town of New Paris. Several of the riders were literally finished before they got started because early-morning temperatures were only in the high teens. More than a few brand-new machines refused to run; a couple of stubborn riders even attempted to start their motorcycles by pulling them with trucks.

By key time, the temperature had risen enough to allow everyone to work up a good sweat in the short but nasty 5.6-mile beginning section. Randt was able to slide through the slimy terrain without dropping a point at the first checkpoint.

After two resets, separated by a couple of miles of road, most racers were back on schedule, and that allowed half of them to burn the next check, which was hidden behind a small mound of brush at the edge of a picked cornfield.

The 12.4-mile secret check was the beginning of the longest section of the event, which totaled almost 20 miles. Six miles into this section, in an abandoned gravel pit, the riders were greeted with the enduro's first emergency check. They would continue from there, under the gun, until the real out check at 31.6 miles.

The rest of the event was consistent with Turkey Creek enduros of the past. There were creek-bank whoops, slalom sections, high speed fields, and of course, tight, virgin trails.

To the delight of most riders, the final checkpoint was at 96.4 miles and was preceded by a quarter-mile stretch of "narrower-than-your handlebars" single-track, which assured that the riders would arrive single file. When the final points were tallied, Randt was declared the overall winner as well as the AA-class winner, besting Ron Scharphorn and Brian Lohman.

Results

AA: 1. Alan Randt; 2. Ron Scharphorn; 3. Brian Lohman.

200 A: 1. Craig Hayes; 2. Terry Bender; 3. Joe Schmidt; 4. Jack James; 5. Troy McDonald.

250 A: 1. Steve Narel; 2. Larry Berquist; 3. Tim Taber; 4. Brent Floyd; 5. Brian Niehaus.

OPEN A: 1. Jay Hall; 2. Don Ryan; 3. Donald Rainey; 4. Dirk Ensley; 5. Rodney Brown.

4-STRK A: 1. Jonathan Funkhouser; 2. Douglas Hodge; 3. Stephen Bacon; 4. Don McDonald.

VET A: 1. Rick Ingold; 2. Brian Erwin; 3. Rodney Benjamin; 4. John Rydquist; 5. Charles Miller.

SR A: 1. Duane Eller; 2. John Hoffman; 3. Frank Phillips; 4. Terry Flynn; 5. Jeff Kirkwood.

125 B: 1. Marlin Rumfelt; 2. Gary Chupp; 3. Stephen Blosser; 4. Alan Schrock.

200 B: 1. Leonard Austin; 2. Mark Lipovsky; 3. Dave Kitchen; 4. David Rittenhouse; 5. James Jefferson.

250 B: 1. David Lipovsky; 2. Brett Dubois; 3. Kurtis Meck; 4. Randy Morite; 5. Robert Ricketts.

OPEN B: 1. Bill Cavanaugh; 2. Shane Nally; 3. Russell Norman; 4. Paul Zalac; 5. Richard Kalm.

4-STRK B: 1. Kenneth Eby; 2. Jerry Weldy; 3. Kurt Zeiler; 4. Brian Light; 5. J.R. Gines.

SR B: 1. Daniel Tassier; 2. Clint Southworth; 3. Gordon Borkowski; 4. Randy Herren; 5. Larry Hekman.

S/SR: 1. James Garber; 2. Cornelius Scharphorn; 3. Robert Vollmar; 4. Larry McVay; 5. Cloyce Brinkerhoff.

VET B: 1. Mike Martin; 2. Bill Holoweski; 3. Michael Drozorowski; 4. David Kyle; 5. Anthony Cogdill.

C: 1. Matt Merryfield; 2. Thomas Jonckheere; 3. Chris Gallt; 4. Scott Durnham; 5. Michael Hubert.

Reigning Ice Champion Charlie Venegas (left) notched his first series victory of the season at the Arco Arena and took over the series points standings.

Hart beats German at Lodi ST

By Donna Hall

LODI, CA, NOV. 12

Danny Hart and Levi German went at it in the Open A class, and when the smoke cleared, Hart pulled off the win during the first event of the Winter Rough Scrambles Series at the Lodi Cycle Bowl.

German and Hart were dicing for the lead in the Open A main when Steve Hlebo came charging through the pack to issue his own challenge to the two front-runners. Hlebo then lost his front wheel and went down in a tight left-hander. He would remount to finish third. German held off Hart for eight more laps before the pressure became too great and Hart put a wheel on him to claim a narrow victory.

The 250cc C main event featured a great win by Shawn Raggio, but he had to work for it as Bob Marinelli was on his rear wheel for the entire 10 laps. Marinelli has been winning consistently at the Lodi TT series and has shown all that he was just as competent at the rough stuff. He and Raggio both showed all the non-believers that they were very good all-around pilots. Marinelli harrassed Raggio and used every possible line to get around him, but Raggio would not make the mistake that would allow Marinelli by. The checkered flew for Raggio, Marinelli and Daniel Martin in that order.

Results

250 EX: 1. Danny Hart (Hon); 2. Dale Jensen (Hon); 3. Justin Owenbey (Yam); 4. Levi German (Hon); 5. Gary Miller (Yam).

250 JR: 1. Scott Pendelton (Hon); 2. David Pettit (Yam); 3. Geramy Rackley (Suz); 4. Chris Marquis (Hon).

250 NOV: 1. Shawn Raggio (Yam); 2. Bob Marinelli (Yam); 3. Daniel Martin (Suz); 4. Kevin Vallen (Yam); 5. Stan Smith (Kaw).

OPEN A: 1. Danny Hart (Hon); 2. Levi German (Hon); 3. Steve Hiebo (Hon); 4. Greg Miller (Kaw); 5. Jeff Gabhart (Kaw).

OPEN B: 1. David Rodriguez (Hon).

OPEN C: 1. Tim Kelly (ATK).

VET A: 1. James Robertson (Kaw).

VET B: 1. Bob Marinelli (Yam); 2. Richard Tervantes (Hon); 3. David Eaton (Hon).

4-STRK: 1. Monty Ownbey (ATK); 2. Tim Kelly (ATK).

80 B: 1. Bob Harold.

80 C: 1. Vincent Guisande (Kaw); 2. Danny Casey (Yam).

P/W STK A: 1. Mike Rinaldi (KTM).

P/W STK C: 1. Broc Jump (Yam); 2. Darroll Carroll (KTM); 3. Mike Gutierez (Yam).

P/W MOD A: 1. Mike Rinaldi.

District 15 Hillclimb points finalized

By Kevin Northrup

CAYUGA, IN, SEPT. 10

The 1995 District 15 Hillclimb series consisted of nine events and concluded with a doubleheader event at the Pleasure Riders hill near Cayuga on September 9 and 10, concluding the 1995 points chase.

Final point standings show only one double-class winner, Lloyd Haas, who dominated the 750cc class and managed the slimmest one-point victory over his cousin, Luke Haas, in the 500cc class.

The 0-85cc Youth class was basically a battle between defending D-15 champion Jackie Mason II and Anthony DeHart. Mason, riding a Downers Grove Honda, picked up the title with five wins to his credit. His other finishes included two seconds and a third. DeHart finished 16 points behind Mason with two wins including the state championship, four seconds and two thirds to his credit. His most important win, however, came at Beaverdale, Pennsylvania where he won the National Championship climb, earning the right to carry the "1N" plate on his Honda.

Matt Weaver had a good year in the class, finishing third on his KX80 with two wins, one second and a third on his record. Tate Pearson and Alan Petty rounded out the top five in the class.

Mark Schroeder claimed four wins, one second, and a third on his stock-wheelbase Honda to take the 125cc title. Georgetown's Eric Jordan was 23 points behind Schroeder with three seconds and four thirds on his KX125. The 1995 National Champion, Mark Goodman, finished third on his Kawasaki, followed by Suzuki-mounted Richard Matthews and Yamaha rider Clint Feeback.

Jason Northrup won the opening-day climb at Iron Horsemen Climb close to Middlebury, Indiana, on his 1984 KDX200, and never looked back, winning the class by 112 points over runner-up Randy Covell, also Kawasaki-mounted. Northrup, with seven wins and two seconds in 1995, has been a frequent points winner for years on the Kawasaki, but he will not repeat again as the bike is "going home." Tim Weaver, the original owner who rode it to a National Championship in 1986, has bought the bike back

Bob Lucas (64) rode to the Amateur-class win during Old Timers MX Association racing action at Los Angeles County Raceway.

and will be coming out of hillclimbing retirement in 1996.

Results

MINI: 1. Jackie Mason II (260 points); 2. Anthony DeHart (244); 3. Matt Weaver (208); 4. Tate Pearson (201); 5. Alan Petty (108).

125: 1. Mark Schroeder (223); 2. Eric Jordan (200); 3. Mark Goodman (146); 4. Richard Matthews (138); 5. Clint Feedback (98).

200: 1. Jason Northrup (285); 2. Randy Covell (173); 3. David Peirson (126); 4. Mel Piontek (78); 5. Ed Scott (21).

250: 1. Brent Stewart (223); 2. Jason Northrup (196); 3. Eric Wheelwright (191); 4. Andy Fortner (187); 5. Jeff White (126).

400: 1. Luke Haas (241); 2. Paul Hackbarth (225); 3. Jason Northrup (211); 4. Roger Riddell (146); 5. Paul Hillard (132).

500: 1. Lloyd Haas (184); 2. Luke Haas (183); 3. Jason Northrup (171); 4. Andy Fortner (154); 5. John Brady (116).

750: 1. Lloyd Haas (251); 2. Scott Petty (195); 3. Jim Fuller (180); 4. Marc Stamm (178); 5. Jason Northrup (139).

OPEN: 1. John Hillard (223); 2. Bill Meyers (180); 3. Robert Urnikis (136); 4. Harry Denham (30); 5. Ken Hannah (29).

Lucas lands LACR MX win

By Greg Robertson

PALMDALE, CA., NOV. 12

Hard-fought double-moto wins gave Bob Lucas the Old Timers MX Association Amateur-class overall honors during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Bob Gardella led the large field through the first turn in moto one followed by Bob Breach, Charles Howell and Carlos Marin. Lucas and Richard Bealer quickly came up from midpack starts to run in fourth and fifth places, respectively after one lap.

Lucas and Bealer continued their forward trek and overtook Breach and Gardella for the top two spots a lap later. Once out front, Lucas and Bealer started to slowly pull away from the pack. Howell picked up the pace and reeled in the two front-runners to make it a three-way battle for the lead.

Howell got around Bealer and hounded Lucas all the way to the checkered flag. Howell tried every trick in the book, but came up a bike length short at the finish. Bealer took third over Gardella and Phil Black.

Gardella duplicated his first-moto holeshot in round two to lead Ruthann Renaux and Lucas, who shot around Renaux then outjumped Gardella at the FMF tower to move into the lead on the opening lap. Renaux outbraked Gardella to move into second place. Renaux latched on to Lucas's back fender and by lap three the duo had pulled clear of Gardella by 10 seconds.

Renaux spent the entire moto looking for a way around Lucas, then got stuck behind lappers on the final circuit, giving Lucas his second win of the day. Howell ended up coming from seventh to finish third and second overall.

In regular CRC action, Shawn O'Brien ran away and hid in the first 125cc Intermediate moto for the win. Chris Neitzel took second over Tyson Taylor and Clint Shepard.

Moto two saw Neitzel and O'Brien argue over the lead from the drop of the gate. O'Brien dogged Neitzel up until the last lap when he used a textbook block-pass to finally get the lead. Coming out of the final turn on the last lap Neitzel saw his chance to regain the lead and took it.

"We came to the whoops right before the finish and he (O'Brien) didn't triple in and I did," Neitzel said. "I just held it wide open through the rest of the whoops, kinda out of control, but I edged him out by two feet at the finish line."

Results

P/W B-2: 1. Doug Carter (KTM); 2. Daniel Runyon (Yam); 3. Randy Maldonado (Yam); 4. Zackary Williams (Yam); 5. Kevin O'Donnell (Yam).

P/W B-1: 1. Brandon Million (KTM); 2. C.J. Marin (Yam).

P/W A: 1. Edward Herring (LEM); 2. Michael Parker (KTM).

60 BEG: 1. Jared Tebo (Kaw); 2. Timothy McDaniel (Kaw).

60 (0-8): 1. Michael Parker (Kaw); 2. Troy Tittlemier (Kaw); 3. Dave Carter (Kaw); 4. Cory Redenius (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Vincent Rhoads (Kaw).

80 BEG: 1. Brent Gilliam (Yam); 2. Joshua Miller (Hon).

80 (7-11): 1. Scott Howe (Yam); 2. Vincent Rhoads (Yam); 3. Eric Durrer (Suz); 4. Brodie Vernola (Hon).

80 (12-13): 1. Christopher Gosselaar (Hon); 2. Donnie Durrer (Suz); 3. Todd Gosselaar (Hon); 4. Kevin Jennings (Kaw); 5. T.J. Berario (Yam).

125 BEG: 1. Chuck Clark (Suz); 2. Anthony Bonello (Yam); 3. Chris Torres (Kaw); 4. Ryan Walters (Hon); 5. Casey Cook (Hon).

125 NOV: 1. Greg Andrew (Suz); 2. Travis Smith (Kaw); 3. Alvin Zalamea (Suz); 4. Kevin Townsend (Hon).

125 INT: 1. Chris Neitzel (Kaw); 2. Shawn O'Brien (Suz); 3. Clint Shepard (Suz); 4. Tyson Taylor (Hon); 5. Kenny Miller (Suz).

125 PRO: 1. Terrance Malan (Suz); 2. Ty Kady (Suz); 3. Nick Mairose (Suz).

250 BEG: 1. John Robertson (Hon); 2. Joshua Price (Yam); 3. Mark Jones (Yam); 4. Jared Kingsbury (Yam); 5. Robert Miller (Kaw).

250 NOV: 1. Cole Townsend (Hon).

250 INT: 1. Robbie Dunham (Yam).

250 PRO: 1. Terrance Malan (Suz); 2. Nick Mairose (Suz).

500 BEG: 1. Mike O'Donnell (Hon).

JR VET BEG: 1. Kevin Yamauchi (Yam).

JR VET NOV: 1. John Turner (Suz).

VET BEG: 1. Michael Daniel (Kaw); 2. Richard Marshall (Hon); 3. Larry Williams (Hon); 4. Kyle Reutgen (Hon); 5. Robert Miller (Kaw).

VET NOV: 1. Bruce Tebo (Hon); 2. John Knight (Hon); 3. Greg Robertson (Hon); 4. David Williams (Suz); 5. Mike O'Donnell (Hon).

VET INT: 1. Harold Smith (KTM); 2. Pat Vernola (Kaw); 3. James Coppedge (Yam); 4. Alex Spinelli (Yam); 5. Randy Tittlemier (Hon).

VET PRO: 1. Marc Johnson (Suz); 2. Leo Saul (Hon); 3. Jerome Gibson (Hon).

SR BEG: 1. Marty Dugan (Hon).

O/T NOV: 1. John Webb (Hon); 2. Bruce Mc Cormick (Kaw); 3. Larry Kirsch (Hon); 4. Asker Larnkjaer (Suz); 5. Bill Weltman (Hon).

O/T AM: 1. Bob Lucas (Kaw); 2. Charles Howell (Yam); 3. Bob Gardella (Suz); 4. Bob Breach (Suz); Phil Black (Hon).

Swink swipes Gatorback MX

By Kyle Myers

GAINESVILLE, FL, OCT. 29

Honda of Troy's Brian Swink made his return to racing by winning two classes at the sixth and final round of the World Sports Gold Cup Series at Gatorback Cycle Park.

Swink won all four motos in the 16-24 and Pro divisions in his first race back after a four-month layoff due to reconstructive knee surgery.

In the first moto, Anthony Pocorobba grabbed the early lead with Swink, Brian Manley, Jarrett Tipping and Kenny Yoho following. Swink tailed Pocorobba until the pair exited the "Gator Pit," where Swink jumped by and won a drag race to the finish line to take the lead. Once into the lead Swink opened up a four-second margin over Pocorobba as Yoho passed Tipping to move into fourth. Pocorobba would close slightly on Swink on the final lap, but Swink would hold on for the win. Manley finished a lonely third on his 125cc machine with Yoho and Tipping rounding out the top five.

Yoho shot out of the gate to start moto two with Swink, Manley, Tipping and Pocorobba giving chase. Pocorobba passed Tipping on the opening circuit as Swink pressured Yoho for the point. Swink made his move by outbraking Yoho in a turn to take over the lead.

One lap later, Manley passed Yoho in the whoops to take over the runner-up spot.

With Swink in the lead by about five seconds, Manley turned on the afterburners to cut that lead down to about three seconds, but that's as close as Manley would get. Swink flew across the finish line to take the moto and the biggest chunk of the cash purse. Manley finished in second with Pocorobba passing Yoho late in the race to finish third. Yoho and Tipping filled out the top five positions.

Swink also competed in the 16-24 class, where he won both motos over Todd Gardner, Ronnie Renner and Yoho.

Results

P/W (4-6): 1. Ricky Renner (KTM); 2. Ryan Fraser (KTM); 3. Danny Weyer (KTM); 4. Jerrid Brown (LEM); 5. Don Solley (KTM).

P/W (7-8): 1. Philip Hewett (Cob); 2. Brianna Millsaps (Cob); 3. Kyle Chisholm (Cob); 4. Mike Grass (KTM); 5. Dan Willmaan (Yam).

60. 1. Nate Davenport (Kaw); 2. Paul Perebijnos (Kaw); 3. Kyle Williamson (Kaw); 4. Bryan Johnson (Kaw); 5. Perry Kirton (Kaw).

80 (7-11): 1. James Stewart (Kaw); 2. Chaz Northy (Suz); 3. Nate Davenport (Kaw); 4. Brian Gray (Yam); 5. Paul Perebijnos (Hon).

80 (12-13): 1. Kyle Farnell (Yam); 2. Martin Cardenas (Yam); 3. Troy Adams (Suz); 4. Tyson Hadsell (Suz); 5. Jason Bell (Hon).

80 (14-15): 1. August Lausberg (Kaw); 2. Jesse Adams (Suz); 3. Andrei Boloni (Suz); 4. Clint Shealy (Yam); 5. Mark Taylor (Suz).

S/MINI: 1. August Lausberg (Kaw); 2. Kyle Farnell (Yam); 3. James Stewart (Kaw). 4. Troy Adams (Suz); 5. Clint Shealy (Yam).

125 YTH: 1. Ray Hansen (Kaw); 2. Bryan Sapp (Hon); 3. Darren McElhatten (Suz); 4. Dan Newberry (Hon); 5. Kyle Farnell (Yam).

16-24: 1. Brian Swink (Hon); 2. Todd Gardner (Hon); 3. Ron Renner (Yam); 4. Mark Garrison (Kaw); 5. Chad Murphy (Suz).

125 C: 1. Jesse Fleming (Hon); 2. Justin Moulton (Suz); 3. Brent Bulter (Suz); 4. Jason Fink (Hon); 5. Chris Taylor (Hon).

125 B: 1. Ron Renner (Yam); 2. Jason Thomas (Hon); 3. Chris Manning (Suz); 4. James McCormick (Suz); 5. Darren McElhatten (Suz).

125 A: 1. Brian Manley; 2. Anthony Pocorobba (Suz); 3. Jarrett Tipping (Suz); 4. John Fesler (Yam); 5. Jason Dodds (Yam).

250 C: 1. Ryan McNeal (Hon); 2. Joe Courchene (Yam). 3. Chuck Dukes (Suz); 4. Kevin Bendle (Kaw); 5. Sheldon McVay.

250 B: 1. Jason Thomas (Hon); 2. Jeff Reynolds (Yam); 3. James McCormick (Suz); 4. Lee Tatham (Suz); 5. Steve Dumond (Yam).

250 A: 1. Anthony Pocorobba (Suz); 2. Jason Dodds (Yam). 3. Jarrett Tipping (Suz); 4. Jeff Lampe (Suz); 5. Todd Gardner (Hon).

500 B-C: 1. Mark Bazinet (Kaw); 2. Scott Wood (Hon); 3. Roy Dean (Yam); 4. Bob Moore (Hon); 5. Rob Butts (Hon).

PRO: 1. Brian Swink (Hon); 2. Brian Manley (Yam); 3. Anthony Pocorobba (Suz); 4. Kenny Yoho (Hon); 5. Jarrett Tipping (Suz).

25+: 1. Brian Manley (Yam); 2. Earl May (Kaw); 3. Billy Wood (Yam); 4. Jeff Lampe (Suz); 5. Mark Beamer (Suz).

30+: 1. Earl May (Kaw); 2. Mark Beamer (Suz); 3. Billy Wood (Yam); 4. John Lundy (Suz); 5. Lee McIlvane (Yam).

35+: 1. John Lundy (Suz); 2. Dell Miller (Kaw); 3. Flipper Page (Yam); 4. Kyle Tallent (Yam); 5. Ka Waddell (Hon).

40+: 1. Jeff Hughes (Kaw); 2. Woody Strickland (Yam); 3. Greg Bobka (Hon); 4. Tom Fogg Donthitt (Kaw).

50+: 1. George Corwin (Hon); 2. Rufus Sallas (Kaw); 3. Lee Edgar (Hon); 4. Al Gardner (Hon); 5. Geralid Nuccia (Hon).

Final Points Standings

60: 1. Brad Bernier (Kaw); 2. Dustin Lynn (Kaw); 5. Cody Roth (Kaw).

80 (7-11): 1. Jeff Moore (Suz); 2. Dan Truman (Kaw); 3. Chaz Northy (Suz).

80 (12-13): 1. Ryan Davis (Kaw); 2. Troy Adams (Suz); 3. J.B. Ballard (Suz).

80 (14-15): 1. Jesse Adams (Suz); 2. Andrei Boloni (Suz); 3. Tim Bantle (Suz).

S/MINI: 1. Troy Adams (Suz); 2. J.B. Ballard (Suz); 3. Jesse Adams (Suz).

80 BEG: 1. Carlo Beard (Kaw); 2. Robert Croci (Suz); 3. Jessie Young (Suz).

125-250 BEG: 1. Tony Torri (Hon); 2. Roger Creamer (Suz); 3. Danny Hanson (Suz).

125 C: 1. Cory Willey (Kaw); 2. Scott McGuigan (Hon); 3. Robert Wright (Hon).

125 B: 1. Jason Thomas (Hon); 2. Ron Renner (Yam); 3. Kyle Movers (Suz).

125 A: 1. Jason Dodds (Yam).

250 C: 1. Brandt Frenchman (Hon); 2. Mike Lepp (Kaw); 3. Greg Boyle (Hon).

250 B: 1. Bret Bohannon (Hon); 2. Lee Tatham (Suz); 3. John Lake (Kaw)

250 A: 1. Jason Dodds (Yam).

500 B-C. 1. Mark Bazinet (Kaw); 2. Chris Reynolds (ATK).

25+: 1. Steve Dye (Kaw); 2: Jeff Reynolds (Yam); 3. Jimmy Kersey (Kaw).

30+: 1. Steve Dye (Kaw); 2. Brian Whitcomb (Hon); 3. Mike Menefee (Suz).

35+: 1. Tom Fogg (Kaw); 2. Joe Steidl (Hon); 3. Brian Whitcomb (Hon).

40+: 1. Tom Fogg (Kaw); 2. Joe Steidl (Hon); 3. Robert Dare (Kaw).

15-24: 1. Jason Thomas (Hon); 2. Ron Renner (Yam); 3. James Joiner (Yam).

Andlovec annihilates Riverfront Motocross

By John Silva

MARYSVILLE, CA, NOV. 12

Calvin Andlovec put his Kawasaki into the winner's circle each time out in his conquest of the 125cc Novice class during round four of the CMA Fall Series at Riverfront Park.

Andlovec grabbed an early lead in the first 125cc Novice moto, leaving Jason Sturdevan, Andy Gregg, Jason Ellis, Adam Portué and the rest of the 16-rider field to battle for the remaining track positions. On the second lap of the five-lap feature, Andlovec stretched his lead, while Ellis put his Clawson Motor Sports/Chris Racing-sponsored Kawasaki into second after dispatching with Gregg and Sturdevan, who were too busy dicing with Portué. Gregg gained the advantage for good on the last lap, and with that the order was set with Andlovec the easy winner over Ellis, Gregg and Sturdevan.

Andlovec roosted to an early lead again in moto two, but a new challenger appeared on his trail, as Justin Morton made his presence known. Morton had suffered a flat tire in moto one and had to slip around and struggle for a fifteenth-place finish. With the flat fixed and traction restored, Morton gave chase but couldn't match Andlovec's blistering pace, though he had an easy time keeping Ellis and the rest of the pack in his dust. Anlovec's 1-1 score gave him first for the day, with Ellis second overall with a 2-3 combo. Sturdevan's consistent fourth-place finishes captured third overall, with Gregg and Ryan McCarthy rounding out the top five overall.

Another noteworthy performance came in the 125cc Intermediate class as Jeff Northrup joined the class for the first time in his racing career, moving up from the Novice class. The former Northern California minicycle star proceeded to stun the field and place third in the first moto behind Shawn Parks and Cody Killam. In the second moto, Northrup got a great start, and freight-trained around the track behind pros Scott Myers and Scott Davis. After two laps, the pros left Northrup further and further behind, but Northrup's attempt to keep pace with the faster riders allowed him to place a lot of track between his Kawasaki and second-place rider Cliff Cook. Northrup raced flawlessly for the remaining six laps to earn the win. When the results were tallied, Northrup was the overall winner by virtue of his 3-1 moto scores.

Results

125 BEG: 1. Rod Kreiss (Suz); 2. Bobby Pauling (Suz); 3. Brandon Duntsch (Suz); 4. Travis MacDonald (Hon); 5. Rob Dubato (Kaw).

125 NOV: 1. Calvin Andlovec (Kaw); 2. Jason Ellis (Hon); 3. Jason Sturdevan (Yam); 4. Andy Greg (Kaw); 5. Ryan McCarthy (Hon).

125 PRO: 1. Scott Myers (Kaw); 2. Scott Davis (Suz); 3. Tyce Jackson (Kaw).

125 INT: 1. Jeff Northrup (Kaw); 2. Shawn Parks (Hon); 3. Cody Killam (Kaw); 4. Cliff Cook (Kaw); 5. Shad Echelberger (Kaw).

250 BEG: 1. Lou Lopez (Kaw); 2. Cameron Merritt (Kaw); 3. David Bird (Hon); 4. Donny Sandusky (Hon); 5. Shane Tobin (Kaw).

250 NOV: 1. Jason Ellis (Kaw); 2. Kevin Roach (Hon); 3. Brent Paysero (Hon); 4. Chris Verboom (Hon); 5. Phil Segundo (Hon).

250 INT: 1. Shawn Parks (Hon) 2. Matt Kirar (Suz); 3. Cody Killam (Kaw).

250 PRO: 1. Scott Myers (Kaw); 2. Kelly Andris (Hon); 3. Kevin Cordua (Hon).

80 INT: 1. Michael Patterson (Kaw); 2. J.J. Cummings (Suz).

80 NOV: 1. Mike Northrup (Suz); 2. Lonny Fritch (Kaw); 3. Seth Kirby (Suz).

80 BEG: 1. Steven Zinda (Kaw); 2. Joey Vincent (Hon); 3. John Vincent (Kaw); 4. Steven Paye (Yam); 5. Jason Wackerly (Kaw).

60 (9-11): 1. Sharkman Stone (Kaw).

60 BEG: 1. Ricky Williams (Kaw).

60 (0-8): 1. A.J. Perez; 2. Zack Ham (Kaw).

50 BEG: 1. Kyle Parino (KTM); 2. Dean Kolstad (KTM); 3. Tyler Bobzien (KTM); 4. Bobby Howard III (Yam); 5. Brian Foster (Yam).

50 MOD: 1. Kevin Hoeppner (Yam).

50 NOV: 1. Zack Ham (LEM).

VET BEG: 1. K. Jon Smith (Hon); 2. Tom Lang (Kaw); 3. Kim Darwazeh (Suz).

VET NOV: 1. Michael Gorda (Hon); 2. Daniel Weber (Kaw); 3. Michael Patterson (Kaw).

VET INT: 1. Chris Verboom (Hon); 2. Randy Kerslake (Hon); 3. Richard Morgan (Yam).

VET PRO: 1. Irv Achziger (Kaw).

25+ INT: 1. Shad Echelberger (Kaw).

25+ NOV: 1. Scott Small (Hon).

25+ BEG: 1. Sean Rose (Hon); 2. James Stoneking (Kaw); 3. Byron Miller (Yam).

O/T EX: 1. Mike Kalamarts (Hon); 2. Zoli Bernyi (Hon); 3. George Webb III (Suz).

O/T INT: 1. Jim Vandivier (Hon).

O/T NOV: 1. Mike Phillips (Suz); 2. Russ Paden (Yam); 3. Chuck Hamilton.

Bruning big at Mammoth GP

By Tony Tellier

MAMMOTH, AZ, NOV. 3

Brian Bruning parlayed a failed hub on Destry Abbott's lame duck KX250 into a rare Pro win at the Whiplash Motorsports Mammoth Grand Prix held along the banks of the flowing San Pedro River and through the streets of the tiny copper-smelting town of Mammoth.

Riders flocked to the mountainous mining district and thrilled the locals with 208 dirt bikes in the streets.

Bruning was able to hold off Ken Kozlik due in part to the quarter-liter rider's strong performances at recent BITD and AMA events. Trailing Bruning by 90 seconds, Kozlik smoked up-and-coming expatriate from the Mini ranks Dayton Raper and a surprisingly off-pace Brian Storrie.

David Lennon, fresh off his Canyon-class

win, once again beat a strong field of Expert riders. Those sent packing included Cinders winner David Schutte, Parrish Traweek and the local king of the small bores, CR125-mounted Jason Maffey. Lennon was the third rider to do four laps of the course.

Intermediate racer Craig Decker had garaged his RM250 after trying a friend's KX500, went out and bought one of his own, then spanked the Intermediates. Decker led 25 other riders on a merry chase as he was the only one in the class to do all four laps while finishing a super-strong 11th overall. As Decker had won the Beginner class at the Cinders, then dusted the Sportsman at the subsequent Snowflake race, which he followed by delivering a beating to the Intrmediates at the Canyon Raceway GP, he should be an Expert at the December point-to-point event.

Not-so-young Tom Young had the race of his year as he pushed the Cochise Cycle-backed YZ250 to a win over 18 other Over 40 riders. He was the only one to complete the full race distance. Butch Odom was second ahead of Vintage maven Tim "Bernie"' Curtis.

Results

O/A: 1. Brian Bruning (Yam); 2. Ken Kozlik (Kaw); 3. David Lennon; 4. Dayton Raper (Kaw); 5. David Schutte (Hon).

PRO: 1. Brian Bruning (Yam); 2. Ken Kozlik; 3. Dayton Raper; 4. Brian Storrie; 5. Brian Highsmith.

EX: 1. David Lennon; 2. David Schutte; 3. Parrish Traweek; 4. Bob Jablonsky; 5. Jason Maffey.

INT: 1. Guy Decker; 2. Dirk Lange; 3. Keith Mott; 4. Matt Mulhs; 5. Rod Bell.

NOV: 1. Steve Janes; 2. Dean Adams; 3. Josh Randall; 4. Dan Haney; 5. Craig Bell.

SPTSMN: 1. Clayton Crawford; 2. Kevin Higgins; 3. Tommy Thomason; 4. Gene Bryan; 5. Jason Mitchell.

BEG: 1. Tim Romans; 2. Dustin Rackley; 3. Josh Amis (Kaw); 4. Tim Hethcox; 5. Dan Mikles.

SR EX: 1. Kent Nicholls (KTM); 2. Curt Jensen; 3. Boyd Abbott; 4. Pat Hoban; 5. Larry Beshaw.

SR: 1. Tom Young (Yam); 2. Butch Odom; 3. Tim Curtis (KTM); 4. Bruce Muster; 5. Tom Whatley.

S/SR: 1. Don Bull (Hon); 2. Emory Brocher Jr; 3. Olen Webb Jr.; 4. D.R. Deichman; 5. Joe Prosser (KTM).

50 (5- 8): 1. Dennis Jonon; 2. Duston Raffensparger; 3. Karl Orr; 4. John Boyd; 5. Cody Westhafer.

60 (11+): 1. Dennis Jonon; 2. Ryan Combs; 3. Jimmy Atherton.

80 (11- 13): 1. Dayton Dunphy; 2. John Maland; 3. Bryan Cox; 4. Wes Thomason; 5. Rachel Van Hassel.

80 14+: 1. Travis Rackley; 2. Timmy Westhafer; 3. Brian Schott; 4. Sean Reese.

80 BEG: 1. Andy Clark; 2. Jimmy Durant; 3. Billy Hamlet; 4. Jack Tonger; 5. Andy Young.

Huffman Outlasts McCormick at Woodland Motocross

By Pat Dougherty

WOODLAND, WA, OCT. 15

"Flyin'" Ryan Huffman battled with "Jammin'" Jason McCormick in the 125 Pro class at the first race of the fall season, which doubled as the fourth race of the five-race Pacific Coast Grand Championship Series as well.

Clear skies made for dry conditions on the winter track that got rougher as the day progressed. Huffman shoved his Honda in front of McCormick at the start of moto one to set up the race-long battle. With a quick first couple of laps, Huffman, next year's national number 65, served notice that he could run with next year's national number 41, McCormick, and pull away, but just when it seemed as if he could last the whole moto in the lead, Huffman charged into a powder berm and knifed his front wheel into the dirt and chucked himself over the bars. McCormick had to take the first-moto win by default as the two front-runners had a huge lead ahead of third-place Shawn Waring.

Huffman was a holeshot machine all day as he led the sprint to the first turn in moto two. McCormick followed behind and stuck right with him. Just as McCormick started his charge, he lost his rear end in a tricky, rutted right-hander that left him standing on his feet throwing dirt in disgust. After remounting, the charge back was impressive till he rolled to a stop and was seen looking down at his bike. A DNF took McCormick out of the running and the AXO-backed Huffman scored the overall win. Huffman was on fire all day as he also won the 250 Pro class ahead of an impressive first-year pro, Ryan Leech.

Action in the Vet A class was no less intense as the Sun brothers, former National Champ Chuck and his younger brother Ron, battled with Stacy Thornton and Jay Jackson. Chuck Sun aboard a new KTM made up for a couple of mistakes and won the first moto after having to pass and repass several riders. Moto two saw the Sun brothers near the front of the pack entering a one-lined corner side by side. The two orange bikes made contact and Ron was seen roosting through the ribbons near the back of the pack. Chuck went on to finish behind Thornton for second overall.

Results

W/P/W 50: 1. Trevor Hukil (KTM); 2. Guy Tow (LEM); 3. Jon Niemi (LEM); 4. Shawn Haberlock (KTM); 5. Sean Rice (KTM).

P/W 6-8: 1. Jon Niemi (Kaw); 2. Justin Keeney (Kaw).

TAKE IN AN ENTIRE CHAMPIONSHIP SEASON THIS WEEKEND

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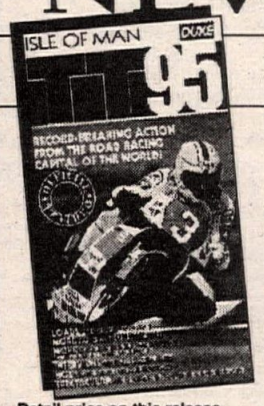

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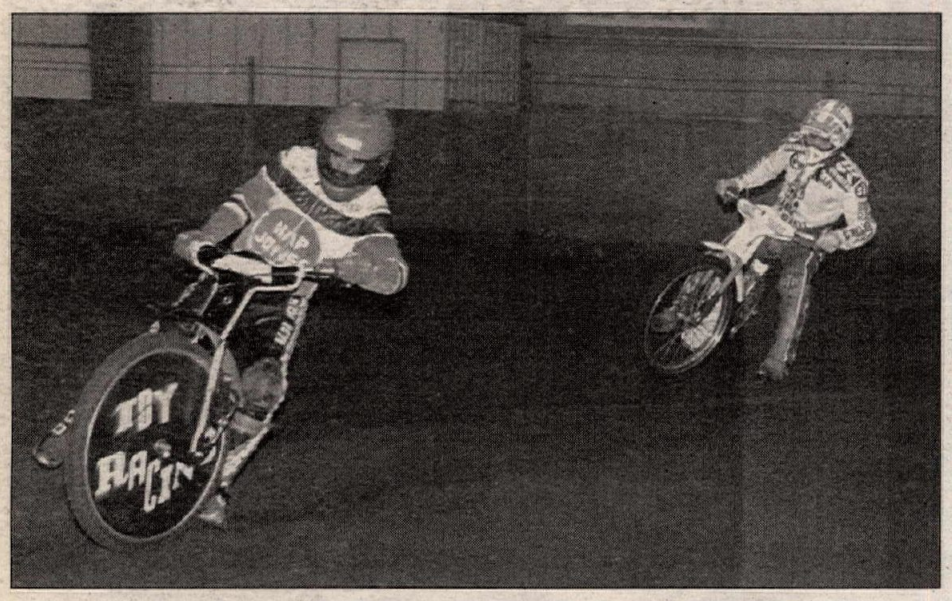


First-division winner Frank Crane leads Robin Nicolaides at Clark County Fairgrounds' first indoor speedway race of the season.

P/W 9-11: 1. Tyler Fick (Kaw); 2. Joey Mancuso (Kaw); 3. Joel Ard (Kaw); 4. Casey Huddleston (Kaw); 5. Greg Peters/Bergren (Hon).

80 BEG: 1. Brian Sullivan (Kaw); 2. Tad Osborne (Yam); 3. Jason Gilcrease (Kaw); 4. Dale Ivie (Yam).

80 JR: 1. Jody Deit (Yam); 2. Joel Ard (Hon); 3. Marty Chevalier (Suz); 4. Bryan Hibedeau (Hon); 5. Joey Mancuso (Hon).

80 INT: 1. Mike Storm (Yam); 2. Steve Sullivan (Kaw); 3. Ryan Anderson (Kaw); 4. Tyler Fick (Suz); 5. Kelvin Shoen (Hon).

S/MINI: 1. Garhett Carter (Yam); 2. Mike Storm (Yam); 3. Ryan Anderson (Kaw); 4. Steve Sullivan (Kaw); 5. Marty Chevalier (Suz).

125 BEG: 1. Travis Goff (Hon); 2. Ron Wooding (Hon); 3. Blake Painter (Hon); 4. Aaron Diemert (Hon); 5. Matt Sullivan (Suz).

125 JR: 1. Mike Corder (Kaw); 2. Travis Markell (Hon); 3. Rusty Gill (Hon); 4. Frank Catlin (Hon); 5. Mike Scheel (Kaw).

125 INT: 1. Tim Holas (Hon); 2. Mike Storm (Hon); 3. Travis Gage (Suz); 4. Jeramy Sahnow (Hon); 5. Russell Chace (Suz).

125 PRO: 1. Ryan Huffman (Hon); 2. Shawn Waring (Kaw); 3. Ryan Terleki (Suz); 4. Jason McCormick (Hon).

250 BEG: 1. Boe Teasdale (Yam); 2. Tim Melius (Hon); 3. Chet Newton (Hon); 4. Mark Monopoli (Yam); 5. Craig Herzog (Kaw).

250 JR: 1. Jon Niemi (Yam); 3. Craig Bowman (Yam); 3. Linc Linebaugh (Hon); 4. Rusty Gill (Hon); 5. Eric Foster (Hon).

250 INT: 1. Tim Holas (Suz); 2. Travis Gage (Suz); 3. Joel Mourer (Hon); 4. Steve Copher (Hon); 5. Chad Gilbert (Hon).

250 PRO: 1. Ryan Huffman (Hon); 2. Ryan Leech (Hon); 3. Terry Hamness (Kaw); 4. Robby Leech (Hon); 5. Robb Floth (KTM).

OPEN BEG: 1. Tim Melius (Hon); 2. Buck Shoemaker (Hon); 3. Mike Pennick (Hon); 4. David Lett (Hon); 5. Nick Peterson (Kaw).

OPEN JR: 1. Troy Wolf (Hon); 2. Rick DaSilva (Hon); 3. Traci Fleming (Hon).

OPEN INT: 1. Chuck Sun (KTM); 2. Marlow Mourer (Hon); 3. Tom Nelson (Hon); 4. Marvin Gullings (Hon).

OPEN PRO: 1. Robby Leech (Hon); 2. Terry Hamness (Kaw).

WMN: 1. Susan Smith (Hon); 2. Traci Fleming (Hon); 3. Rhonda Sun (Hon).

OTH C: 1. Chris Miller (Kaw); 2. Mike Farmer (Hon); 3. Troy Folck (Hon); 4. Chris Lynn (Hon); 5. Mark Jones (Hon).

OTH B: 1. Craig Bowman (Yam); 2. Joe Casey (Yam); 3. Rob Burkhart (Yam); 4. Steven Hills (Yam); 5. Ted Skipper (Kaw).

OTH A: 1. Stacy Thornton (Hon); 2. Chuck Sun (KTM); 3. Jay Jackson (Yam); 4. Reid Goldman (Hon); 5. Mike Chase (Hon).

BTH: 1. Travi Gage (Suz); 2. Jeramy Sahnow (Hon); 3. Chad Gilbert (Hon); 4. Russell Chace (Suz); 5. Mike Corder (Kaw).

UTH: 1. Jon Niemi (Yam); 2. Linc Linebaugh (Hon); 3. Dean Hartman (Hon); 4. Troy Wolf (Hon); 5. Jeff Rands (Hon).

UTH EX: 1. Terry Hamness (Kaw); 2. Don Bisceglia (Hon); 3. Marvin Gullings (Hon); 4. George Classen (Suz); 5. Reid Goldman (Hon).

O/T AM: 1. Ron Hudson (Yam); 2. Roger Night (Hon); 3. James Peterson (Kaw); 4. Gary Backstrom (Hon).

O/T EX: 1. Dave Eakin (Hon); 2. Mike Perry (Suz); 3. Jim Lamkin (Hon); 4. Gene Clark (Hon); 5. George Smith (Yam).

Indoor Speedway heats up Clark County

By Pat Hafey
Photo by Karin Lang

BATTLEGROUND, WA, NOV. 5

The Northwest Speedway Racers Association ran its first indoor race of the winter season at Clark County Fairgrounds, just north of Vancouver.

In the first Second Division scratch heat, Chris Nicolaides nabbed the holeshot, while Terry Wolbert and Chuck Halsey tangled until Wolbert took himself out on the back of Halsey's Jawa. Nicolaides took the win, Halsey gained second, and Wolbert came back in last.

For the first scratch heat in the First Division, Robin Nicolaides, Frank Crane and Craig Farnsworth left the line together. In the first lap, Farnsworth's motor went south, while Nicolaides and Crane swapped the lead corner after corner. At the checkered flag, Crane held the lead, Nicolaides made second and Farnsworth finished third.

For the Second Division's second scratch heat, Chris Nicolaides pulled another holeshot. Wolbert came alive, leaving Halsey in his dust and overtaking Nicolaides for the lead. Wolbert took the checkered flag, Nicolaides got second, and Halsey third.

First Division scratch heat two began with Robin Nicolaides taking the holeshot. Crane stuffed a wheel in, sending Nicolaides up the track into an out-of-control low-side. Hitting the wall hard, Nicolaides was out of the race. Crane easily gained another win and Farnsworth got second.

The final Second Division heat had Halsey quickly overtaken by Nicolaides, who was then passed by Wolbert. Nicolaides never did regain the lead. With Wolbert's win, the overall first-place position for Second Division was a tie between Chris Nicolaides and Terry Wolbert. Due to time constraints, there was no runoff for first, so Chuck Halsey got second overall.

The First Division final heat saw Crane opt out to allow Verl Smith, a reserve rider, to race. Farnsworth's tired machine couldn't answer the call for the heat. With Nicolaides on the pole, and Smith on the wall, the two-man race was an easy victory for Nicolaides. The final points spread for First Division put Crane in first, Robin Nicolaides in second, Farnsworth in third and Smith in fourth.

Holiday Downs hosts Vintage Grand Finale

By John Blackstock

PALMETTO, GA, OCT. 28-29

The AHRMA southeastern dirt bike season came to a roaring finish at Holiday Downs as Beno Rodi and the Atlanta Motorcycle Club put on six different events over two days.

Saturday's action got underway with the motocross, which was followed immediately by an observed trials. As the sun set, a few brave souls saddled up for a night enduro.

Three exciting events followed on Sunday. First off was a one-hour cross country GP. Then came some fast racing on the short track and finally the TT scrambles.

Action was hot right away with Maico ace Benny Dorrough putting together six fine motos, which resulted in overall wins in the Sportsman 250cc, Sportsman 500cc and Over 30 Expert races. Also making some noise was AHRMA newcomer Michael Barkerashe guided his beastly Husky to first overall in the Over 30 Intermediate division as well as second in the Sportsman 500 Intermediate class.

Ray Brooks showed everyone a few tricks during the observed trials by carding only five points to win the Classic Expert division on a Hodaka. Dan Brown also had a fine ride on his Suzuki dropping six for first in the Advanced class. One of the more interesting machines was the 1965 Hodaka 90 engine mounted in a Benelli frame. It wasn't just for show as Charlie Roberts rode it to a first in the Classic Masters division.

Evidently three class wins weren't enough For Benny Dorrough and his Maico. The Georgia speedster returned Sunday and took first overall ahead of Chuck Peavy on a Husky and the Penton of Howard Bennett, who also took a first in the Over 40 class.

The short track riders were greeted by a smoother-than-usual surface, which led to a fine afternoon of racing. The day's first race was a dogfight between Rodi riding a Royal Enfield and Triumph rider Blake Ross. Rodi took a nice lead off the start but was soon reeled in by the charger Ross. Rodi wicked it up just enough to take the win over Ross and James Hiter.

The Modern 600cc class proved to be the best race of the weekend. Eleven riders roared into turn one with Bultaco 360-mounted Tim Ferguson taking the lead. Ferguson's freshly broken collarbone didn't allow him to make his usual getaway, and he found himself involved in a three-to-five-rider war for the entire race. At the end of lap one, Ferguson held a slim lead over BSA rider Damon Lengle, Blake Wilson on a Honda and the Bultaco rider Dennis Borroughs.

But the man on the move was BSA pilot Eddie Tumlin. Dead last on the first lap, Tumlin was coming on strong and held fourth position by lap three. With six laps to go, Tumlin had to work fast. He slipped past Wilson for third on lap four and then blew past Ferguson and Lengle together to take the lead one lap later. Tumlin then held on for a well-deserved first-place trophy.

Results

Motocross

SPTSMN 125 EX: 1. Eric Stockwell (Yam).

INT: 1. Randall Nash (Hon).

SPTSMN 250 EX: 1: Benny Dorrough (Mai); 2. Eric Stockwell (Yam).

SPTSMN 250 INT: 1. Blake Wilson (Hon); 2. James Hiter (Yam).

SPTSMN 250 NOV: 1. Chuck Morris (Hon).

SPTSMN 500 EX: 1. Benny Dorrough (Mai); 2. Beno Rodi (BSA).

SPTSMN 500 INT: 1. John Feit (CZ); 2. Michael Barker (Hus).

SPTSMN 500 NOV: 1. Robert Groves (Hus).

OPEN TW: 1. Beno Rodi (Nor).

PREM L/W: 1. Dan Ambrecht (Oss); 2. Michael Kavula (AJS).

30+ EX: 1. Benny Dorrough (Mai).

30+ INT: 1. Michael Barker (Hus)

30+ NOV: 1. Robert Groves (Hus).

40+ INT: 1. James Hiter (Yam).

40+ NOV: 1. Thomas Loyd (Hus); 2. Bob Hovden (CZ); 3. Chuck Morris (Hon).

50+ INT: 1. James Hiter (Yam); 2. Michael Kavula (AJS).

NOV: 1. Charles Goman (Oss).

60+: 1. Gene Patton (Yam).

PREM 500: 1. Chris Tanner (Tri).

ULTRA L/W: 1. Dexter Gardenhire (CZ).

Trials

MDRN CLSSC MSTR: 1. Harry Heilemann (Hon).

MDRN CLSSC EX: 1. Garry Smith (Hon).

ADV: 1. Dan Brown (Suz); 2. Kirk Johnson (Hon); 3. Blake Wilson (Bul); 4. Dan Ambercht (Mon).

MDRN CLSSC BEG: 1. Will Sulter (Yam); 2. Tom Hopkins (Yam).

CLSSC MSTR: 1. Charlie Roberts (Hod).

EX: 1. Ray Brooks (Hod).

PREM H/W: 1. Beno Rodi (Mai).

NON-AHRMA: 1. Frank Hamilton (Kaw); 2. Joe Wilkins (Kaw) 3. Jeff Fierce (Kaw); 4. Paul Crowder (Fan).

CC/GP

O/A: 1. Benny Durrough (Mai); 2. Chuch Peavy (Hus); 3. Howard Bennett (Pen); 4. Blake Wilson (Yam).

PREM L/W: 1. Beno Rodi (BSA); 2. Wayne Allen (Mat).

PREM H/W: 1. Gram Foster (BMW); 2. Bob Petty (Nor).

PREM 30+: 1. John Rodi (BSA);

50+: 1. James Hiter (Yam); 2. Charles Goman (Oss).

Enduro

O/A: 1. Nathan Bryant (Hon); 2. Darrell Bryant (Yam); 3. Eddie Tumlin (Hon).

Flat Track

DINO: 1. Beno Rodi (R-E); 2. Charles Goman (Tri); 3. James Hiter (Mai).

CLSSC 250: 1. John Blackstock (Oss); 2. Charles Goman (Oss); 3. Jack Joyner (Bul).

CLSSC 500: 1. Beno Rodi (R-E); 2. Blake Ross (Tri); 3. Gene Patten (Tri).

MDRN 250: 1. Darrell Bryant (Yam); 2. Chris Hemphill (Yam); 3. Curt Comer (Ossa); 4. David Light (Yam); 5. Gary Weaver (Bul).

MDRN 600: 1. Eddie Tumlin (BSA); 2. Tim Ferguson (Bul); 3. Damon Lengle (BSA); 4. Blake Wilson (Hon); 5. Dennis Burroughs (Bul).

TT

CLSSC 500: 1. Beno Rodi (R-E); 2. Blake Ross (Tri).

MDRN 250: 1. David Light (Bul); 2. Donnie Warf (Hon).

MDRN 600: 1. Joseph Light (Bul); 2. Harry Norman (Mai).

MDRN OPEN: 1. Tony Faircloth (Tri); 2. Beno Rodi (Nor); 3. Scott Fluck (Yam).

Cajun Madness invades CAT Florence Trial

By Dana Cline

FLORENCE, AZ, NOV. 12

"Cajun Madness" was the theme for CAT trials in historic Florence as trialsmaster, Sheldon Hefler, transplanted from the south, worked his magic in laying out very challenging sections.

Hefler's section layout at the Prescott, Arizona Nationals were voted second in the 1995 National series at the NATC convention.

The Beginner through Intermediate riders tackled the morning sections and were treated to a lot of variety in terrain. The winning ride in the Senior Novice class was posted by Terry Sterrett with zero points on his 64 Triumph Cub. Elite-class winner Mike Klatt was impressive after a long layoff.

Advanced, Sportsman, Expert and Championship riders' started their action in the afternoon. Expert-class winner Bob Pennington put his National experience to good use in the sections. Bob placed second in the nation for 35-year-old riders. Flagstaff residents Tim Hillsamer and Bob Grant won the Advanced and Sportsman classes respectively.

Championship class riders were required to use a lot of trick riding to make their way in and out of sections. Andy Saum, National number 11, won the trick-riding competition in the Champ class.

Results

BEG: 1. Chris Livelli (Yam); 2. Mike Sutton (Bet); 3. Matt Barton (Yam).

NOV: 1. Gerald McCarson (Apr); 2. John Earl (Bet); 3. Mitch Hachenburg (G-G).

SR NOV: 1. Terry Sterett (Tri); 2. Ron Barton (Bet).

ELITE: 1. Mike Klatt (Yam); 2. Pat Paddock (Mon).

TW SHK: 1. Jared Bates (Mon); 2. Jim Walsh (Hon).

VINT: 1. Brad Taylor (Oss); 2. Robert Cline (Ric).

INT: 1. Robert Stanley (Bet); 2. Rick Hillsamer (Yam); 3. Pat Prosser (Bet).

SR INT: 1. Robert Reese (Yam).

ADV: 1. Tim Hillsamer (G-G); 2. Jeremy Patrick (G-G).

SPTSMN: 1. Bob Grant (G-G); 2. Greg Compagenone (G-G).

EX 1. Bob Pennington (Bet); 2. Dave Dobbins (Apr).

C'SHIP: 1. Andy Saum (G-G); 2. Greg Jones (Apr).

Schewe shakes up Dutch Sport Motocross

By Larry Witmer

BLOOMINGDALE, MI, NOV. 5

Eric Schewe held off all challenges by his rivals in the 250cc C class to claim a well-deserved win as Dutch Sport Park closed its racing season with great racing under beautiful weather conditions.

Racing got underway with the highly competitive 250cc C class coming off the gate. Jeff Cupp grabbing the holeshot over Eric Schewe, Bob Thomas, Joe Sullivan, and Dean Duncan. Cupp continued to hold the point, while Sullivan made the stadium rockers work for him, passing Thomas for third on the opening lap.

The front-running pack stayed close for the next two laps in the same running order.

Sullivan made a move going into a tight 180-degree corner to take the runner-up slot from Schewe. He took the line away from Schewe and had the pass made but couldn't keep the fire going in his Kawasaki, stalling his motor. Schewe retook the second spot. Quick action by Sullivan got the KX refired before Thomas could take advantage of Sullivan's miscue. Cupp went on to win the opening moto, with Schewe second. Sullivan held off Thomas' challenges to card third.

Cupp again showed his holeshot skills on the second-moto start. Schewe ran second, while Duncan was third and Sullivan fourth.

Schewe eventually had enough of Cupp's roost, and he made the challenge going through the stadium rockers by the woods line. He made the move stick and took over the lead.

Then things turned ugly for Dean Duncan. The Suzuki-mounted rider came up short and sideways on a double jump, hitting the ground hard. The impact rang his bell hard and knocked the wind out of him, but he walked away from the crash.

Meanwhile, Schewe pulled out to a lead pace that Cupp couldn't answer. Schewe came home the winner, and took the overall for the day, going 2-1 on his Honda. Cupp had to deal with Sullivan in the closing stages of the moto. Cupp tried to protect his line going through the sand rocker area, but Sullivan had the outside sweeper line dialed in, overtaking Cupp on the white-flag lap. Cupp still got the nod for second overall with his 1-3 motos over Sullivan's 3-2 moto finishes.

Results

80 C: 1. Matt Mason (Yam); 2. Mike Bukowski (Yam); 3. Keegan Myers (Kaw); 4. Kyle Kearcher (Kaw); 5. Andrew Jones (Yam).

65 (7-11): 1. Brandon Bonine (Kaw); 2. Adam Cole (Kaw); 3. Matt Haag (Kaw).

AUTO (7-8): 1. Wayne Dennis (Cob); 2. Josh Radi (LEM); 3. Matt Haag (LEM); 4. Matt Walsworth (KTM).

AUTO (4-6): 1. Larry Partin (LEM); 2. Brett Wagner (Yam); 3. Mike Chapman (Suz); 4. Brittany Partin (Yam).

250 C: 1. Eric Schewe (Hon); 2. Jeff Cupp (Hon); 3. Joe Sullivan (Kaw); 4. Bob Thomas (Kaw); 5. Ben Rebey (Hon).

250 B: 1. Kevin Dewey (Hon); 2. Mark Laughlin (Yam); 3. Brian Edic (Hon); 4. Frank Crowley (Hon); 5. Tony Crespo (Kaw).

250 A: 1. Mike Cole (Kaw); 2. Bogdan Sornog (Hon).

16-24: 1. Mike Cole (Kaw); 2. Jeff Vernon (Kaw); 3. Toby Hiatt (Yam); 4. Gregg Watson (Hon); 5. Leroy Magoon (Kaw).

125 C: 1. Matt Myers (Hon); 2. Darick Stevens (Yam); 3. Mike Nadrasik (Hon); 4. Ray Charles (Hon); 5. Josh Jones (Kaw).

125 B: 1. Toby Hiatt (Yam); 2. Damon Marsh (Yam); 3. John Carlsen (Hon).

125 A: 1. Derek Gayheart (Hon); 2. Kirt DeBour (Suz).

125 (12-15): 1. Jeff Vernon (Kaw); 2. Ryan Dewey (Kaw); 3. Mike Ely (Suz); 4. Matt Myers (Hon).

40+: Alan Bowman (Hon); 2. Bob Chapman (Hon); 3. Dale Peebles (Suz); 4. Tom Cole (Kaw); 5. Dave Redmond (Hon).

30+: 1. Larry Witmer (Suz); 2. Todd Flickenger (Kaw); 3. Rick Walsworth (Yam); 4. Rick Gorney (Hon); 5. Bogdan Skornog (Hon).

25+: Larry Witmer (Suz); 2. Todd Flickenger (Kaw); 3. Bob Thomas (Kaw); 4. Mike Weisner (Hon).

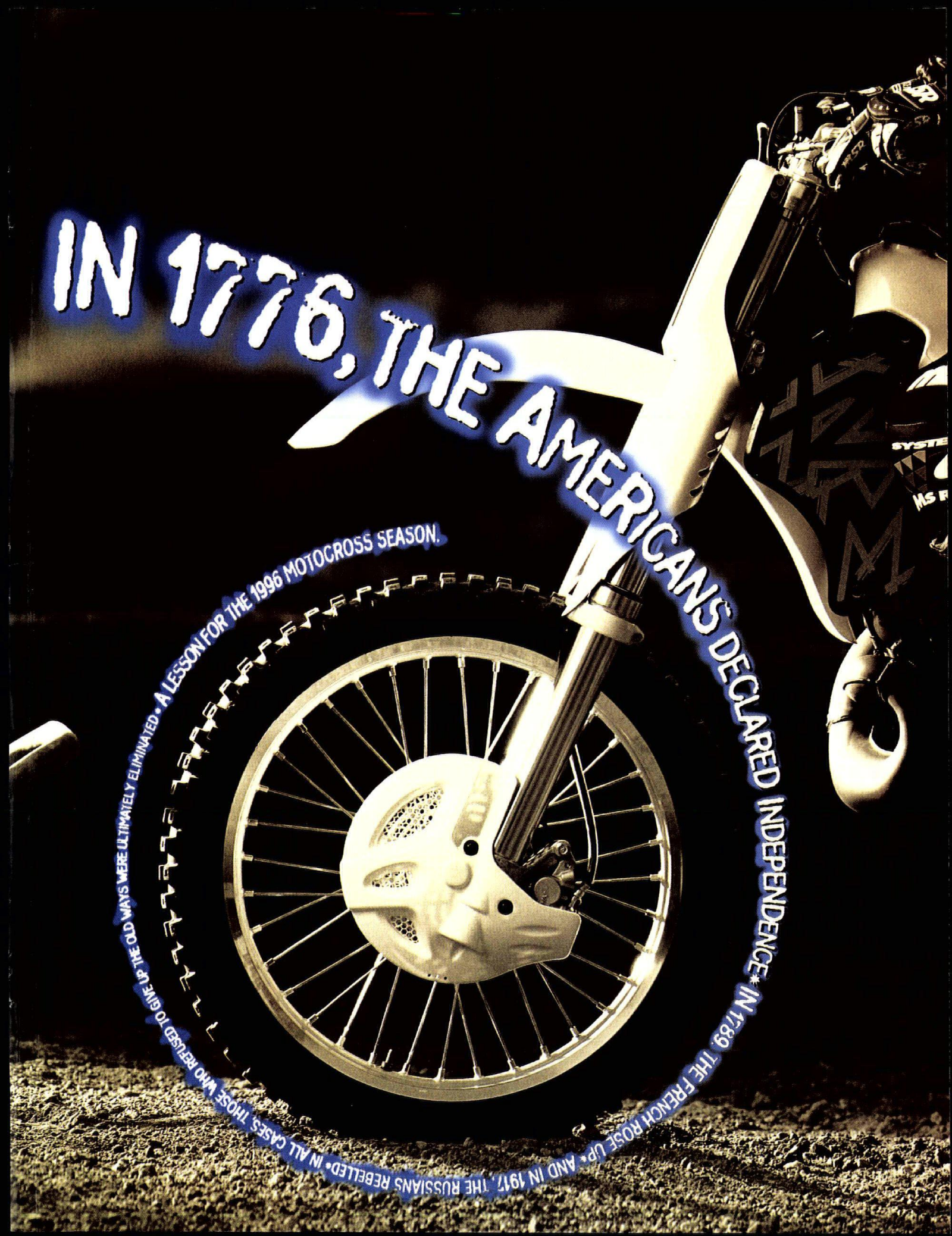
N/C: 1. Steve Smith (Hon); 2. Matt Popp (KTM); 3. John Carlsen (Hon).

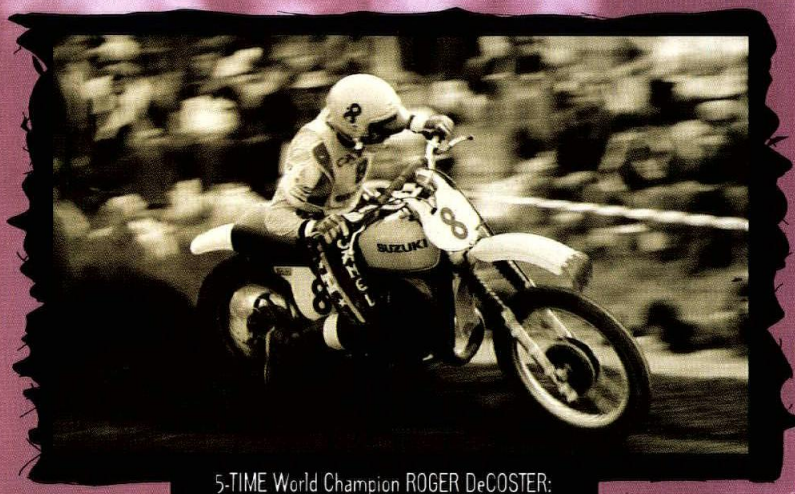
Many crowned at OTHG National

By Kyle C. Parsons

TURLOCK, CA, NOV. 11-12

The fifth and final round of the Over The Hill Gang National Championship Series was held at the Oatfield Motocross track in Turlock, California. For the first time in the Over The Hill Gang's 21-year history, racers from Southern


IN 1776, THE AMERICANS DECLARED INDEPENDENCE.
IN 1789, THE FRENCH ROSE UP.
AND IN 1917, THE RUSSIANS REBELLED.
IN ALL CASES, THOSE WHO REFUSED TO GIVE UP THE OLD WAYS WERE ULTIMATELY ELIMINATED.
A LESSON FOR THE 1996 MOTOCROSS SEASON.



5-TIME World Champion ROGER DeCOSTER:
The Conquering Hero Returns to SUZUKI

Under the watchful eyes of motocross legend Roger DeCoster, we've designed a line of bikes so radically race-engineered, they're destined to usher in a new era. An era of complete RM dominance. The RM250 is all-new and all-powerful. Every single component has been reworked to ensure a season full of stuffing the competition.

THE '96 RMS. RIDE THE REVOLUTION.

Even the RM125, the back-to-back AMA 125cc Western Region Supercross Champion, receives a clean-sheet treatment. So the bike that already mercilessly roosts rivals with dirt shrapnel gets even meaner. It's been Motocross Action Magazine's Bike of the Year for the last two years and was named Dirt Bike Magazine's 1995 Motocross Bike of the Year. And '96 refinements practically guarantee that it'll stay on the mud-covered throne. Both bikes get the patented Conventional Twin Chamber Cartridge Forks, all-new frames forged in the heat of battle, and a riding position perfect for whipping the bike wherever you want it to go. Mainly to the front of pack. And don't think we've forgotten the RM80. Motocross' new-look mini-rocket follows in the tracks of its big brothers, straight to the podium. The French had the guillotine. You have the '96 RMs.

The RM125/The Reign Continues

SUPPORT FOR THE REVOLUTION.

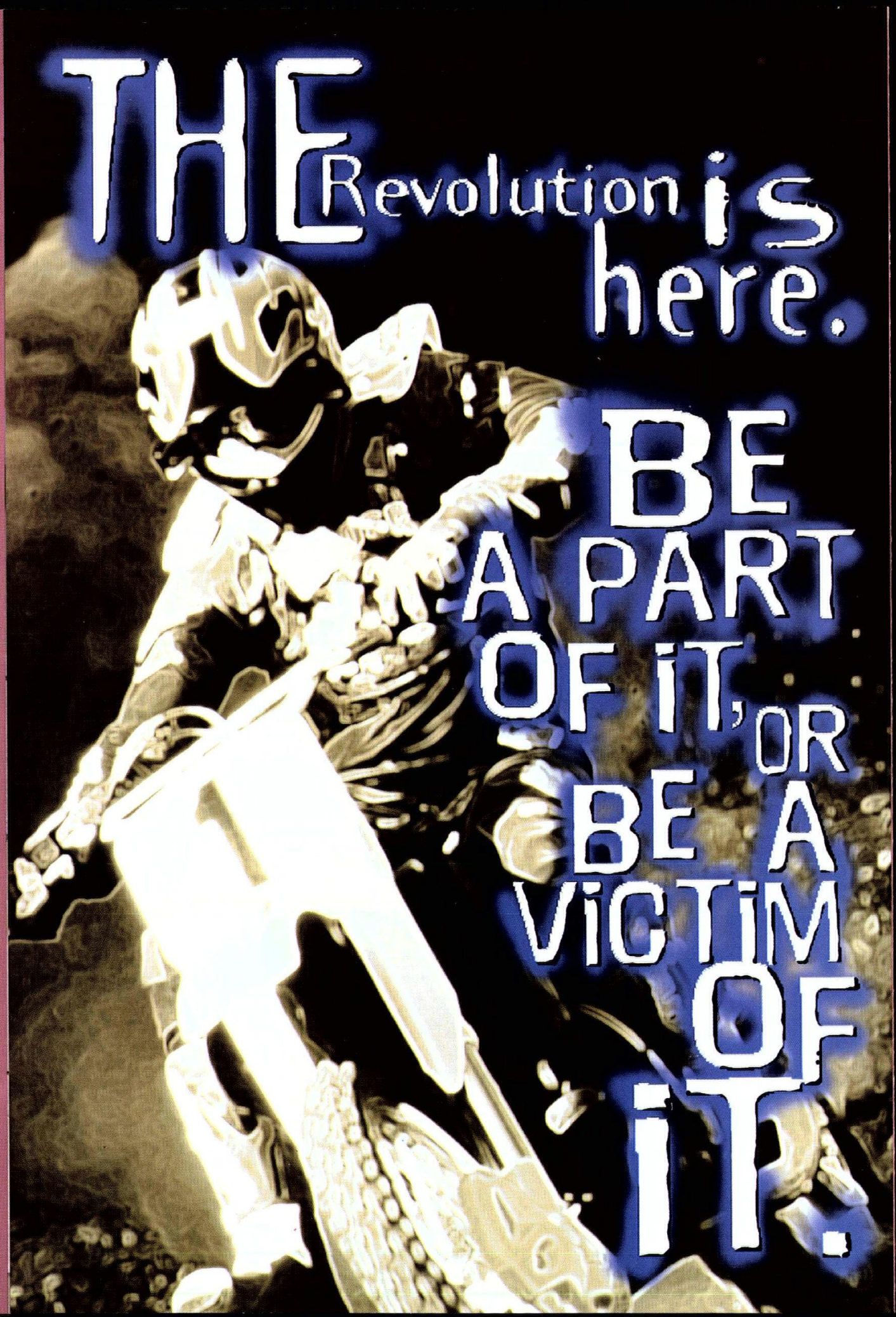
The Suzuki arsenal includes an incredible array of support programs to help its revolutionaries. The '96 contingency program will post nearly $3.6 million, covering 362 events. The Suzuki RM Cup Challenge, a head-to-head battle of the country's top RM riders, goes into its second year with stakes of over $100,000. And the Suzuki Good Scholar Program coughs up $500 savings bonds to racers who keep up good grades in school. There's also automatic enrollment in the Tony D. Motocross School, Suzuki Support Trucks, and Pro- and Expert-level dealers for still more support. Hey, anything for the winning cause.

The RM80/Mini-Revolutionary

THE REVOLUTION IN ACTION.

Resistance is useless. The '96 RMs have already started their rise to power. Embrace the inevitable, and take your rightful place in history. Welcome to the revolution.

For the name of your nearest Suzuki RM dealer, call 1-800-828-RIDE. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional riders photographed under closed-course conditions.


THE Revolution is here.
BE A PART OF IT, OR BE A VICTIM OF IT.

THE '96 SUZUKI RM CONTINGENCY PROGRAM. FINANCING THE REVOLUTION.

To find out the proper payout, match the letter (for pros) or the numbers (for amateurs) found after each event with the corresponding payout column in the keys to the right.

PROFESSIONAL PAYOUT KEY

	A	B	C	D	E	F	G	H	I	J
1ST	1000	600	600	400	400	300	200	150	500	300
2ND	800	500	400	300	300	200	150	100	400	200
3RD	600	400	350	250	200	150	100	75	300	150
4TH	400	350	300	200	150	100	75	50	250	75
5TH	350	300	250	150	100	75	50	25	200	50
6TH	300	250	200	—	—	—	—	—	—	—
7TH	275	200	150	—	—	—	—	—	—	—
8TH	250	150	100	—	—	—	—	—	—	—
9TH	225	100	75	—	—	—	—	—	—	—
10TH	200	50	50	—	—	—	—	—	—	—

AMATEUR PAYOUT KEY

	1	2	3	4	5	6	7	8
1ST	600	300	200	150	100	75	400	400
2ND	500	200	150	100	75	50	300	300
3RD	400	150	100	75	50	25	250	200
4TH	350	100	75	50	30	—	200	150
5TH	300	75	50	25	20	—	150	100
6TH	250	—	—	—	—	—	—	—
7TH	200	—	—	—	—	—	—	—
8TH	150	—	—	—	—	—	—	—
9TH	100	—	—	—	—	—	—	—
10TH	50	—	—	—	—	—	—	—

AMA AMATEUR NATIONAL CHAMPIONSHIP (LORETTA LYNN'S)
1 EVENT TOTAL PAYOUT: $69,600
80 STK 7-11, 80 MOD 9-13, 80 STK 12-13, 80 MOD 14-15, 80 STK 14-15, 125 STK C, 125 MOD C, 125 STK B, 125 MOD B, 125 12-15 STK, 125 12-15 MOD, 250 STK C, 250 MOD C, 250 STK B, 250 MOD B, 25+, VET A, VET B, SEN 40+, WOMEN — **1**
125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **B**

WORLD SPORTS FLORIDA WINTER OLYMPICS
2 EVENTS TOTAL PAYOUT: $51,950
125 STK C, 125 MOD C, 250 STK C, 250 MOD C, WOMEN — **3**
125 STK B, 125 MOD B, 125 12-15 STK, 125 12-15 MOD, 80 STK 14-15, 80 MOD 14-15, 80 STK 7-11, 80 MOD 7-11, 250 STK B, 250 MOD B, 80 STK 12-13, 80 MOD 12-13, 25+ B, 25+ A, 30+ B, 30+ A — **2**
*(RIDERS PAID IN CERTIFICATE) — 125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **C**

AMA AMATEUR REGIONAL QUALIFIER (LORETTA LYNN'S)
8 EVENTS TOTAL PAYOUT: $62,600
80 STK 7-11, 80 MOD 9-13, 80 STK 12-13, 125 STK C, 125 MOD C, 250 STK C, 250 MOD C — **5**
125 STK B, 125 MOD B, 125 12-15 STK, 125 12-15 MOD, 80 STK 14-15, 80 MOD 14-15, 250 STK B, 250 MOD B, 25+ — **4**
125 STK A, 125 MOD A, 250 STK A, 250 MOD A — **G**

AMA AMATEUR SUPERCROSS
10 EVENTS TOTAL PAYOUT: $36,250
80 7-11, 125 C, 250 C — **5**
80 12-13, 80 14-15, 125 12-15, 30+, 125B, 250B, 25+ — **4**

AMA DIST. 5 PENN STATE CHAMPIONSHIP – PA
7 EVENTS TOTAL PAYOUT: $54,950
80 7-11, 125 YOUTH, 125 C, 250 C — **4**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ B, 30+ A, 40+ — **3**
125 A, 250 A — **F**

WORLD SPORTS FLORIDA GOLD CUP SERIES
6 EVENTS TOTAL PAYOUT: $49,050
80 7-11, 125 YOUTH, 125 C, 250 C — **4**
80 12-13, 80 14-15, 125 B, 250 B, 125 A, 250 A, 25+, 30+, 35+, 40+ — **3**
PRO — **F**

AMA ARENACROSS NATIONAL SERIES
16 EVENTS TOTAL PAYOUT: $71,000
80 BEG, 125 BEG, 250 BEG — **6**
80 7-11, 125 C, 250 C — **5**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ — **4**
125 PRO, 250 PRO — **D**

CAROLINA ULTRA SERIES
10 EVENTS TOTAL PAYOUT: $55,500
80 7-11, 125 12-15, 125 C, 250 C — **5**
80 12-15, 125 B, 250 B, 25+, 30+, 35+, 40+ — **4**
125 A, 250 A — **F**

CMC COPPER STATE CLASSIC
6 EVENTS TOTAL PAYOUT: $28,650
80 BEG, 125 BEG, 250 BEG — **5**
80 7-11, 80 12-13, 80 14-15, 125 JR, 250 JR, 125 INT, 250 INT — **4**
125 PRO, 250 PRO — **G**

CMC GOLDENSTATE NATIONALS
8 EVENTS TOTAL PAYOUT: $160,400
80 BEG, 125 BEG, 250 BEG — **4**
80 7-11, 125 JR, 250 JR, VET JR, UTH AMT, OT AMT — **3**
80 12-16, 125 INT, 250 INT, VET INT, UTH MSTR, VET MSTR, OT MSTR, VET 25+ PRO — **2**
125 PRO, 250 PRO — **A**

CMC SPRING CLASSIC SERIES
6 EVENTS TOTAL PAYOUT: $54,300
80 BEG, 125 BEG, 250 BEG, 125 JR, 250 JR, VET JR — **5**
80 7-11, 80 12-16, 125 INT, 250 INT, VET INT, UTH AMT, UTH MSTR, VET MSTR, VET 25+ PRO, OT — **3**
125 PRO, 250 PRO — **F**

CMC TRANS-CAL SERIES
8 EVENTS TOTAL PAYOUT: $71,200
80 BEG, 125 BEG, 250 BEG — **5**
80 7-11, 80 12-16, 125 JR, 250 JR, VET JR, UTH AMTR — **4**
125 INT, 250 INT, VET INT, OT 40+, UTH MSTR, VET MSTR, VET 25+ PRO — **3**
125 PRO, 250 PRO — **F**

GFI NORTH-SOUTH SHOWDOWN
8 EVENTS TOTAL PAYOUT: $178,200
80 BEG, 125 BEG, 250 BEG — **4**
80 NOV, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV, 35+ NOV, 40+ NOV — **3**
80 INT, 80 EXP, 125 INT, 250 INT, 25+ INT, 30+ INT, 35+ INT, 40+ INT, 40+ EXP, 30+ PRO — **2**
125 PRO, 250 PRO — **A**

SRAC DOUBLE POINTS CHAMPIONSHIP
13 EVENTS TOTAL PAYOUT: $102,050
80 NOV, 125 NOV, 250 NOV, VET NOV — **4**
80 A, 80 B, 125 AMTR, 250 AMTR, VET A, VET B, SEN A, SEN B — **3**
125 PRO, 250 PRO — **F**

WORLD SPORTS EVENT FLORIDA WINTER SERIES
4 EVENTS TOTAL PAYOUT: $125,300
125 C, 250 C, WOMEN — **3**
80 7-11, 80 12-13, 80 14-15, 125 12-15, 80 A, 125 A, 125 B, VET PRO, 250 A, 250 B, 25+ A, 25+ B, 30+ A, 30+ B, 35+, 40+ — **7**
125 PRO, 250 PRO — **A**

GNC INTERNATIONAL FINALS
1 EVENT TOTAL PAYOUT: $22,050
80 BEG, 125 BEG, 250 BEG — **4**
80 STK 7-11, 80 JR 7-11, 125 STK NOV, 125 NOV, 250 STK NOV, 250 NOV, 25+ NOV, 30+ NOV, LADIES — **3**
80 STK 12-13, 80 SR 12-13, 80 STK 14-16, 80 SR 14-16, 125 STK INT, 125 INT, 250 STK INT, 250 INT, 25+ INT, 25+ MSTR, 30+ INT, 30+ MSTR, 40+ — **2**
125 EXP, 250 EXP — **C**

GNC TEXAS SERIES
6 EVENTS TOTAL PAYOUT: $52,950
80 JR 7-11, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV — **4**
80 SR 12-13, 80 SR 14-16, 125 INT, 250 INT, 25+ INT, 25+ EXP, 30+ INT, 30+ EXP, 40+ — **3**
125 EXP, 250 EXP — **F**

NORTHEAST MX CLASSIC SERIES
6 EVENTS TOTAL PAYOUT: $43,650
80 7-11, 80 12-13, 125 NOV, 250 NOV — **4**
80 14-15, 125 12-15, 125 AMT, 250 AMT, 25+, 30+, 40+ — **3**
125 PRO, 250 PRO — **F**

CMC PAC WEST SERIES
8 EVENTS TOTAL PAYOUT: $78,400
80 BEG, 125 BEG, 250 BEG, 125 JR, 250 JR, 80 OPEN — **4**
80 7-11, 80 12-16, 125 INT, 250 INT, VET INT, VET JR, UTH AMT, UTH MSTR, VET MSTR, VET 25+ PRO — **3**
125 PRO, 250 PRO — **F**

MRA TRI-STATE CHAMPIONSHIP
6 EVENTS TOTAL PAYOUT: $13,800
80 NOV, 80 EXP, 125 NOV, 125 JR 12-15, 125 INT, 250 NOV, 250 INT, 30+, 35+, 40+ — **6**
125 EXP, 250 EXP — **H**

NEMA 1
15 EVENTS TOTAL PAYOUT: $24,000
80 NOV, 80 J/A, 125 NOV, 125 J/A — **4**

NESC CHAMPIONSHIP SERIES
24 EVENTS TOTAL PAYOUT: $213,600
80 C, 80 B, 125 YTH B, 125 C, 30+ C, 30+ B, 35+ B, 250 C — **4**
80 A, 125 YTH A, 30+ A, 125 B, 35+ A, 40+, 250 B — **3**
125 EXP, 250 EXP — **F**

NMA GRAND NATIONAL CHAMPIONSHIP
1 EVENT TOTAL PAYOUT: $23,200
80 STK BEG, 125 MOD BEG, 125 STK BEG — **4**
80 STK 7-11, 80 MOD 7-11, 80 STK 12-13, 80 MOD 12-13, 80 STK 14-16, 80 MOD 14-16, 80 SUPER MINI, 125 STK NOV, 125 MOD NOV, 250 STK NOV, 250 MOD NOV — **3**
125 STK INT, 125 MOD INT, 250 STK INT, 250 MOD INT, 125 OPEN, 25+, 30+ — **2**
125 STK PRO, 125 MOD PRO, 250 STK PRO, 250 MOD PRO — **C**

GNC GOOD TIME NATIONALS
1 EVENT TOTAL PAYOUT: $22,050
80 BEG, 125 BEG, 250 BEG — **4**
80 STK 7-11, 80 JR 7-11, 125 STK NOV, 125 NOV, 250 STK NOV, 250 NOV, 25+ NOV, 30+ NOV, LADIES — **3**
80 STK 12-13, 80 SR 12-13, 80 STK 14-16, 80 SR 14-16, 125 STK INT, 125 INT, 250 STK INT, 250 INT, 25+ INT, 25+ MSTR, 30+ INT, 30+ MSTR, 40+ — **2**
125 EXP, 250 EXP — **C**

AMA SUPERCROSS SERIES
15 EVENTS TOTAL PAYOUT: $517,500
125 PRO
1st $2500, 2nd $2000, 3rd $1500, 4th $1250, 5th $1000, 6th $750, 7th $600, 8th $450, 9th $400, 10th $375, 11th $350, 12th $325, 13th $300, 14th $275, 15th $250, 16th $225, 17th $200, 18th $175, 19th $150, 20th $125
250 PRO
1st $4000, 2nd $3000, 3rd $2500, 4th $2000, 5th $1500, 6th $1000, 7th $900, 8th $800, 9th $750, 10th $700, 11th $650, 12th $600, 13th $550, 14th $500, 15th $450, 16th $400, 17th $350, 18th $300, 19th $250, 20th $200

AMA NATIONAL CHAMPIONSHIP 125/250
12 EVENTS TOTAL PAYOUT: $493,000
125/250 PRO - PAYOUT PER MOTO
1st $2000, 2nd $1500, 3rd $1250, 4th $1000, 5th $500, 6th $450, 7th $425, 8th $400, 9th $375, 10th $350, 11th $325, 12th $300, 13th $275, 14th $250, 15th $225, 16th $200, 17th $175, 18th $150, 19th $125, 20th $100

SUZUKI RM CUP CHALLENGE
1 EVENT TOTAL PAYOUT: $100,700
80 7-11, 125 NOV/B, 250 NOV/B, VET AMTR/B
1st $1000, 2nd $900, 3rd $700, 4th $600, 5th $500, 6th $450, 7th $425, 8th $400, 9th $375, 10th $350, 11th $325, 12th $300, 13th $275, 14th $250, 15th $225, 16th $200, 17th $175, 18th $150, 19th $125, 20th $100
80 12-13, 80 14-15, 125 INT/B, 250 INT/B, VET MSTR/A
1st $1500, 2nd $1000, 3rd $800, 4th $700, 5th $600, 6th $550, 7th $500, 8th $450, 9th $400, 10th $375, 11th $350, 12th $325, 13th $300, 14th $275, 15th $250, 16th $225, 17th $200, 18th $175, 19th $150, 20th $125
125 EXP, 250 EXP
1st $2000, 2nd $1500, 3rd $1250, 4th $1000, 5th $700, 6th $600, 7th $550, 8th $500, 9th $450, 10th $400, 11th $375, 12th $350, 13th $325, 14th $300, 15th $275, 16th $250, 17th $225, 18th $200, 19th $175, 20th $150

AMA DISTRICT 34
6 EVENTS TOTAL PAYOUT: $31,950
80 7-11, 80 12-13, 125 C, 250 C, 30+ C — **5**
80 14-15, 125 12-15, 125 B, 250 B, 30+ B, 30+ A, 40+ — **4**
125 PRO, 250 PRO — **G**

SUZUKI DUAL STATE CHALLENGE
8 EVENTS TOTAL PAYOUT: $17,400
MINI, 125 B, 250 B, 25+, 30+ — **5**
125 PRO, 250 PRO — **H**

CRC DUNESTOWN SERIES – SO. CA
5 EVENTS TOTAL PAYOUT: $28,000
80 BEG, 80 9-11, 125 BEG, 250 BEG, 125 NOV, 250 NOV — **5**
80 12-16, 125 INT, 250 INT, VET PRO, 25+, 30+, 40+ — **4**
125 PRO, 250 PRO — **G**

MAMMOTH MOUNTAIN MOTOCROSS
1 EVENT TOTAL PAYOUT: $13,600
80 JR, 125 JR, 250 JR, VET JR, WOMEN — **3**
80 INT, 80 EXP, 125 INT, 250 INT, VET INT, VET EXP, SEN — **2**
125 PRO, 250 PRO — **C**

AMA MEGA SERIES
15 EVENTS TOTAL PAYOUT: $142,500
80 BEG, 125 D, 250 D — **6**
80 JR, 80 SR, 125 YOUTH, 125 C, 250 C, 25+ C, 30+ C — **4**
125 B, 250 B, 25+ B, 30+ B, 25+ A, 30+ A, 40+, 48+ — **3**
125 A, 250 A — **F**

GFI FALL SERIES
8 EVENTS TOTAL PAYOUT: $80,400
80 BEG, 125 BEG, 250 BEG — **5**
80 NOV, 125 NOV, 250 NOV, 25+ NOV, 30+ NOV, 35+ NOV — **4**
80 INT, 80 EXP, 125 INT, 250 INT, 25+ INT, 30+ INT, 35+ INT, 40+, 30+ PRO — **3**
125 PRO, 250 PRO — **F**

NMA WORLD MINI GRAND PRIX
1 EVENT TOTAL PAYOUT: $23,200
80 STK BEG, 125 STK BEG, 125 MOD BEG — **4**
80 STK 7-11, 80 MOD 7-11, 80 STK 12-13, 80 MOD 12-13, 80 STK 14-16, 80 MOD 14-16, 80 SUPER MINI, 125 STK NOV, 125 MOD NOV, 250 STK NOV, 250 MOD NOV — **3**
125 STK INT, 125 MOD INT, 250 STK INT, 250 MOD INT, 125 OPEN, 25+, 30+ — **2**
125 STK PRO, 125 MOD PRO, 250 STK PRO, 250 MOD PRO — **C**

NUCLEAR SERIES
10 EVENTS TOTAL PAYOUT: $72,750
80 7-11, 125 C, 250 C, 125 YOUTH — **4**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+, 40+ — **3**
125 A, 250 A — **F**

AMA DISTRICT 14 SPRING FLING
8 EVENTS TOTAL PAYOUT: $85,000
80 C 12-15, 125 C, 250 C — **3**
80 7-11, 80 12-15, 125 B, 250 B, 125 12-15, 25+, VET 30+, SEN 40+ — **2**
125 PRO, 250 PRO — **E**

AMA DISTRICT 6 SPRING MX SERIES
7 EVENTS TOTAL PAYOUT: $35,350
80 7-11, 125 SCHBY, 125 NOV, 250 NOV — **5**
80 12-13, 80 14-15, 125 AMTR, 250 AMTR, 25+, VET, 40+ — **4**
125 EXP, 250 EXP — **F**

INDIANA SUNMER MX SERIES
6 EVENTS TOTAL PAYOUT: $19,050
80 C, 125 C, 250 C — **6**
80 7-11, 80 12-15, 125 B, 250 B, 25+, 30+, 40+ — **5**
125 A, 250 A — **H**

AMA GOLD STAR SERIES
6 EVENTS TOTAL PAYOUT: $33,300
80 7-11, 125 12-15, 125 C, 250 C — **5**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+, 40+ — **4**
125 A, 250 A — **F**

WILD WEST NATIONALS
7 EVENTS TOTAL PAYOUT: $31,350
80 BEG, 125 BEG, 250 BEG — **6**
80 JR, 125 JR, 250 JR — **5**
80 INT, 80 EXP, 125 INT, 250 INT, 25+, 30+, 40+ — **4**
125 EXP, 250 EXP — **G**

AMA DISTRICT 5 SUZUKI SPRING SERIES
SERIES O/A TOTAL PAYOUT: $11,200
80 7-11, 125 12-15, 125 C, 250 C — **3**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+ A, 30+ B, 40+ — **2**
125 A, 250 A — **E**

MEGACROSS SHOOTOUT
6 EVENTS TOTAL PAYOUT: $15,150
MINI, 125 AMTR, 250 AMTR, 25+, 30+ — **5**
125 EXP, 250 EXP — **G**

RACE OF CHAMPIONS
1 EVENT TOTAL PAYOUT: $7,525
80 7-11, 125 NOV, 125 SCHBY, 250 NOV, VET NOV — **5**
80 12-13, 80 14-15, 125 AMTR, 250 AMTR, 25+, 30+, 40+, VET EXP — **3**
125 PRO, 250 PRO — **J**

AMA DISTRICT 11 – SO. OHIO
6 EVENTS TOTAL PAYOUT: $36,900
80 JR, 125 C, 125 SCHBY, 250 C — **4**
80 SR, 125 B, 250 B, 25+, 30+, 40+ — **3**
125 A, 250 A — **J**

OKLAHOMA STATE CHAMPIONSHIP
SERIES OVERALL TOTAL PAYOUT: $15,475
80 BEG, 125 BEG, 250 BEG, 125 JR, 250 JR — **2**
80 JR, 80 SR, 125 INT, 250 INT, 25+, 30+, 40+ — **8**
125 EXP, 250 EXP — **I**

HPMA POINTS SERIES
SERIES OVERALL TOTAL PAYOUT: $3,800
80 C, 125 C, 250 C — **3**
80 B, 80 A, 125 B, 250 B, 25+, 30+, 40+ — **2**
125 A, 250 A — **E**

AMA DISTRICT 23
6 EVENTS TOTAL PAYOUT: $28,650
80 C, 125 C, 250 C — **5**
80 7-11, 80 12-15, 125 B, 250 B, 25+, 30+, 40+ — **4**
125 A, 250 A — **G**

SUZUKI HANGTOWN CLASSIC
1 EVENT TOTAL PAYOUT: $6,875
80 7-11, 125 C, 250 C — **4**
80 12-13, 80 14-15, 125 B, 250 B, 25+, 30+, 40+ — **3**
125 A, 250 A — **F**

MAMA MX SERIES
6 EVENTS TOTAL PAYOUT: $18,600
80 7-11 B, 80 12-15 B, 80 12-15 C, 125 C, 125 B — **5**
80 7-11 A, 80 12-15 A, 125 A — **3**

IOWA MX CHAMPIONSHIP
6 EVENTS TOTAL PAYOUT: $21,750
80 B, 80 A, 125 B, 125 C, 250 B, 250 C, 25+, 30+, 40+ — **5**
125 A, 250 A — **G**

RED BUD NATIONAL AMATEUR DAY & O/A SERIES
2 EVENTS TOTAL PAYOUT: $21,250
80 C, 125 C, 250 C — **3**
80 7-11, 80 12-16, 125 B, 250 B, 25+, 30+, 35+, 40+ — **2**
125 A, 250 A — **E**

MARYLAND STATE CHAMPIONSHIP
1 EVENT TOTAL PAYOUT: $10,625
80 C, 125 C, 250 C — **3**
80 7-11, 80 12-16, 125 B, 250 B, 25+, VET B, SENIOR — **2**
125 A, 250 A — **E**

SUZUKI®

1994, 1995 & 1996 Model Year RM80, 125 & 250's are eligible for the 1996 MX contingency program. Total Payout constitutes both professional and amateur classes. Professionals paid in check/Amateurs paid in certificate. *Florida Winter Olympics. "A/Professional" riders paid in certificate.

RM250

Raised mid-seat section and lower rear section create a flatter seating position.

Magnesium inner and outer clutch covers reduce weight.

Detachable aluminum sub-frame makes bike lighter and easier to maintain.

Push-rod style clutch system increases durability and capacity due to large-diameter friction plates.

Internal independent oil chamber in each fork leg keeps oil and air completely separate to minimize contamination and fading.

New-style fork leg protectors integrated into front number plate deliver maximum protection and offer a cleaner, factory look.

Exclusive 49mm Conventional Twin Chamber Cartridge Forks combine the best technology and performance attributes of both conventional and inverted forks.

Paper-based friction plates reduce swelling and improve heat dissipation to improve clutch durability.

Larger-volume air cleaner and one-piece airbox optimize airflow.

New front and rear brake calipers are lighter and more rigid for improved brake feedback and performance.

Reshaped front disk cover helps guard against damage from rocks, dirt, and contact with lapped riders.

Covered front seat section keeps seat wear to a minimum.

Double coating of molybdenum disulfide and Teflon on both the fork and shock inner surfaces lessens wear and reduces stiction.

Significant upgrades to exhaust port and AETC+P (Automatic Exhaust Timing Control + Power Chamber) add up to improved tractability.

NGK spark plug, jointly developed between Suzuki and NGK and exclusive to the RM, is more durable and improves combustion.

"Z"-shaped shock linkage works with newly positioned rear shock to enhance progressive damping and increase rear-wheel travel and shock absorption.

Redesigned swingarm delivers greater rigidity and reduced weight.

All-new piston-reed-induction engine features air/fuel induction directly into the cylinder, resulting in more overall power with a more linear powerband.

Keihin PJ38 carburetor delivers sharper engine power and more reactive throttle response.

Works-developed forged front brake lever adds strength and improves feel.

"Y"-shaped pillow ball upper shock mount provides easier attachment to the frame and smoother operation.

10% less unsprung weight than inverted fork.

Cast and forged aluminum axle clamp and larger 20mm front axle add strength and durability.

Longer, 135mm stroke, smoother action rear shock with higher piston speed for more progressive damping.

Swingarm pivot incorporates a thrust bearing for smoother action.

Flatter handlebars for better arm and body positioning.

Below-axle fork leg extension minimized to avoid getting hung up in ruts, berms, and rocks.

Digital CDI ignition system programmed for precise ignition timing and optimum power characteristics.

Water pump relocated inside the crankcase protects it from damage and provides greater freedom of movement for the rider's right foot.

Wider foot pegs for larger foot contact area.

Long-stroke engine design (66.4mm x 72mm) increases power and primary compression.

Reshaped and lower-routed exhaust pipe improves power delivery and results in a lower center of gravity.

Revised kick-start ratio for quicker engine starts and restarts.

Sweeping, seamless, functionally profiled bodywork maximizes freedom of movement and quick weight transfers.

New composition brake pad material, 250mm front disk rotor, and 220mm rear disk rotor all improve braking performance.

Totally redesigned chrome-moly steel/aluminum, round/box tubing frame makes bike more rigid and agile.

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BRIDGESTONE CYCLE NEWS
EK chain DUNLOP

California, Northern California and Nevada competed in five two-day events to determine the best each class had to offer. Kevin Abernathy from the Sierra Chapter completed an injury-free, consistent season to earn the title of National Beginner Champion. Keith Mansfield from Reno, Nevada, rode the last event with a broken sternum and ribs to secure the National Championship Novice title over David Cooley from the Northern Chapter. Dave Harrel, President of the Sierra Chapter, rode his RM125 to consistent finishes throughout the year to capture the title of National Intermediate Champion, and, from the Northern Chapter, Greg Albin overcame a tough last round to capture the title of National Expert Champion. In the Pro Class, Mark White from the Southern Chapter battled with pros from all chapters to secure the title of National Pro Champion. On behalf of the Over The Hill Gang and all the sponsors that made this series possible, congratulations to those who were able to overcome the obstacles that a racer encounters throughout a long 10-month season.

Results

BEG: 1. Kevin Abernathy; 2. Brian Burt; 3. Rick Mikulski; 4. Scott Wallace; 5. Nick McKinnan.

NOV: 1. Dave West; 2. Scott Rabeneau; 3. Dan Mills; 4. Dave Cooley; 5. Pat Cocagne.

INT: 1. Rich Manschreda; 2. Alex Chellen; 3. Dave Harrell; 4. Robert Roehk; 5. Rick Jost.

EX: 1. Russ Morris; 2. Terry Huffer; 3. Don Mendenhall; 4. Joe Croach; 5. Roy Knight.

PRO: 1. Dave Montgomery; 2. Mark White; 3. Mark Nason.

Davis perfect at Summerville MARS

SUMMERVILLE, SC, OCT. 28

"What an awesome year - eight for eight," Will Davis chuckled after winning the 750 final on the half-mile asphalt track at Summerville Speedway just outside of Charleston, South Carolina. "But seriously, I have to thank Dennis Town for keeping all these motorcycles winning." Davis added a fourth AMA/MARS number-one plate to his perfect 1995 MARS season. Summerville was the final round of the series and the second half of a double-header weekend that began at Southern National Speedway in Kenly, North Carolina, the night before.

"The bike feels really good," Larry Pegram said before the main event. "If we can holeshot the main, we're gone." However, it was Steve Morehead with the holeshot as Will Davis and Dave Camlin emerged from the pack out of turn two in second and third, respectively. Pegram got by Camlin to join Morehead and Davis in a close three-rider race. Davis edged by Morehead at the halfway point and pulled away, leaving Morehead and Pegram to fight for second place while Camlin and Hacker were in a close race for fourth. Pegram lost his brakes with two laps to go forcing him to back out of his battle with Morehead and settle for third. Davis won by several bike lengths over Morehead, Pegram and Camlin, who won the race-long duel for fourth over Mike Hacker.

Results

750 MAIN: 1. Will Davis (H-D); 2. Steve Morehead (H-D) 3. Larry Pegram (H-D); 4. Dave Camlin (H-D); 5. Mike Hacker (H-D).

883 MAIN: 1. Mike Hacker; 2. Matt Wait; 3. Nate Wait; 4. Lance Jones; 5. Alan Eadie.

Davis devastates Kenly MARS

KENLY, NC, OCT. 27

Will Davis continued his perfect score in the opening round of a double-header AMA/MARS weekend of racing. And not only did he win round seven of the series at Southern National Speedway in Kenly, North Carolina, he was also the event promoter. After talking with several area race tracks and local business leaders, Davis decided to follow a recent trend of Grand National Series competitors by promoting his own event. His name and MARS number-one plate turned out to be a sizable draw as faithful spectators braved threatening rain clouds and a tornado watch to see an uninterrupted evening of great racing. Davis announced with jubilation after winning the main event and collecting $2000 in purse and lap money that "the event would definitely run again next year."

As Davis celebrated, F&S's Harley-Davidson's Steve Morehead joked after his second-place finish, "I must be the only promoter who can't win my own race," he said, referring to his fifth-place finish at Eldora Speedway in September. "Will just checks out on us at these asphalt races. This is my first race on this Wood's chassis. We had brake problems on it at Columbus, but we're getting it dialed in." Losing a race-long battle to Morehead to finish third was Eaken Racing/Wiebler Harley-Davidson's Davey Camlin.

Steve Morehead and Mike Hacker got the

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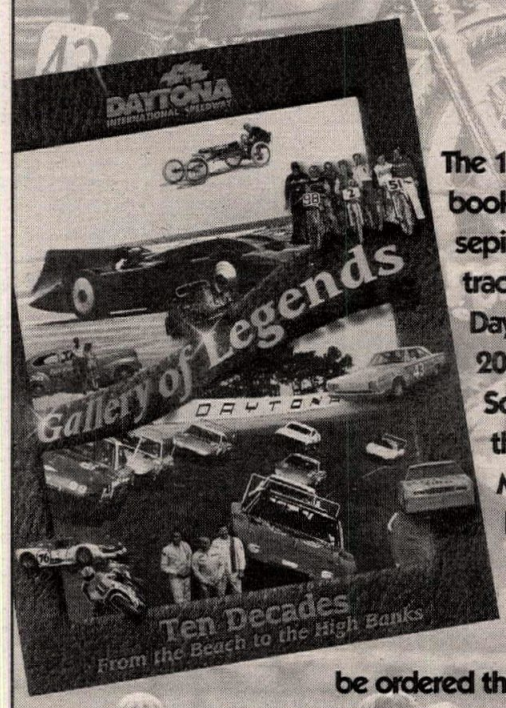

The 168-page Gallery of Legends book is packed with 325 large, sepia-toned historical photographs tracing the history of racing in Daytona — from the first Daytona 200 on the beach-road course to Scott Russell's amazing run to a third 200-mile win during Motorcycle Week 1995. It's all here, including automobile speed runs on Daytona Beach, NASCAR and sports car racing. Prints of all photographs may be ordered through the book from Daytona Racing Archives.

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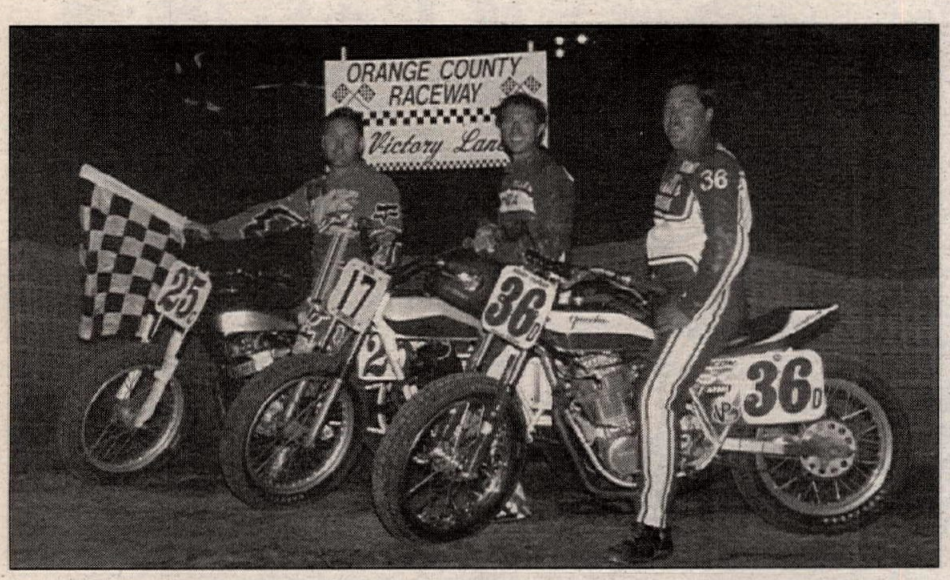


Left to right: Bobby Decker, Alan Weinberg and Kenny Parker occupied the top three slots in the 600cc Pro class at the newly renovated Orange County Raceway.

holeshot at the start of the 16-lap main event with Davis, Varnes, Pegram and Camlin in a tight battle for position coming out of turn two. Davis got under Morehead in turn one on the second lap as he and Hacker pulled away from the rest of the field. Unfortunately, Hacker started to fade with mechanical problems on lap five, which allowed Davis to get by and pull away. The race was then for second place as Morehead, Varnes, Pegram and Camlin all passed the fading Hacker. Varnes then pulled off with mechanical ills of his own on lap eight, while Camlin passed Pegram to challenge Morehead alone for second. Morehead used the same in-low, out-high line to hold Camlin at bay as Davis took the checkered flag. Morehead followed, at a distance of some 15-bike lengths, and a determined, but frustrated Camlin finished third. After the podium champagne shower, Camlin exclaimed, "That old dog is hard to pass!"

Results

600 MAIN: 1. Will Davis (H-D); 2. Steve Morehead (W-R); 3. Davey Camlin (Rtx); 4. Brett Landes (Rtx); 5. Larry Pegram (Hon).

883 MAIN: 1. Mike Hacker; 2. Matt Wait; 3. Nate Wait; 4. Lance Jones; 5. Alan Eadie.

Decker reels Orange County Short Track

By Bonnie Denning
Photo By Bill Dowdy

ORLANDO, FL, NOV. 4

Bobby Decker won the 600cc Pro class during the first round of the Florida Motorcycle Flat Trackers Series at Orange County Raceway.

The 600 Semi-Pro class saw Bobby Decker power his Classic Window Tinting/Seminole Power Sports-backed Honda to the checkers first in the heat race. However, the final took a little more work. After getting off the line in the middle of the pack for the final, Decker was in third after one lap.

For the next three laps, Decker followed Alan Weinberg with Kenny Parker leading. After looking to the outside a number of times, Decker found his line to be occupied. He took to the inside entrance in turn one to overtake Weinberg for second. With Parker leading, Decker got a good drive off turn two and pulled up next to Parker down the back straight to take the lead by turn three. Decker was then able to build a comfortable lead while Weinberg was able to pass Parker for second.

Results

600 PRO: 1. Bobby Decker (Hon); 2. Alan Weinberg; 3. Kenny Parker.

Ezerins, Jerominski top Aztalan finale

By Andrew Bussen

LAKE MILLS, WI, OCT. 8

The Aztalan Cycle Park's season finale has for many years been a tribute to Randy Schuessler, a promising young rider who lost a battle with cancer in 1979. In addition to this long-standing tradition, what made this year's event special for the riders is that plaques are received instead of the typical trophy, and the plaque is a ticket for prizes from various event sponsors. Eron Ezerins in 125cc A and Brad Jerominski in 250cc A got the goods in their respective classes as they rode away from the pack.

In both motos of the 125cc A class, these two riders waged a head-to-head battle far in front of the rest of the pack. Ezerins grabbed the holeshot in moto one, followed by Karter Busse. Jerominski went to work, carving through the pack and eventually settling for second place behind Ezerins. After going down in the early laps, Busse finished third, followed by Ken Masch and Jason Warner.

In the second moto, Jerominski took his Tom Zont-tuned Kawasaki to the front, followed by Ezerins. These two national-caliber riders were a notch above the other A-class participants, and set a blistering pace carving through the rutted terrain. As the race was coming to a close, Jerominski appeared to have the overall wrapped up, but Ezerins made a last-lap pass to take the moto win and the overall.

The 250cc A motos were a different story for Jerominski as he aced both outings to land the overall, with Ken Masch garnering second on 2-3 moto finishes. Ezerins' luck in the quarter-liter class wasn't quite as good as it was in the 125 A class, though he still finished a solid third overall with 4-2 moto scores.

Results

125 JR: 1. Cliff Dougherty; 2. Dustin Keuntjes; 3. Brad Johnson; 4. David Oettel; 5. Jacob Daul; 6. Ryan Stevens; 7. Keith DeGrand; 8. Kevin Phillips; 9. Aaron Miller; 10. Jesse Wise.

VET A: 1. Kevin Popaeko; 2. Thomas Dretzka; 3. Roy Nafzger; 4. Eriks Ezerins; 5. Todd Hentz; 6. Scott Zampach; 7. Robert Raduenz; 8. Robert Elder; 9. Ron Rivenburgh; 10. Chuck Kingstad.

VET B 1: 1. Duane Martin; 2. Steve Green; 3. Daryl Kuhn; 4. Michael Gowe; 5. John Stroebel.

VET B 2: 1. Mark Schellinger; 2. Terry Hahn; 3. Kurt Andrews; 4. Tim Smith; 5. Troy Thuemling.

MINI JR: 1. Nathan Sullivan; 2. Todd Sleaver; 3. Robert Wojcicko; 4. Mathew Mraz; 5. Adam Willems.

MINI 60: 1. Patrick Profits; 2. Kirsten Raemisch; 3. Broc Stroebel; 4. Mathew Maier; 5. Brad Modjewski.

MINI SR: 1. Bernie Plummer; 2. Darby Fowler; 3. Joe Gasser; 4. Andrew Foltz; 5. Kevin Hilbach.

MSTR: 1. Roy Nafzger; 2. Thomas Dretzka; 3. Jeff Melcher; 4. Robb DeGroot; 5. Scott Zampach.

VINT: 1. Robert Gartzke; 2. Edward Dominick; 3. Jake Barr; 4. James Winnemuller; 5. Pete DeGrand.

WMN: 1. Wendy Modjewski; 2. Kirsten Raemisch; 3. Angie Foltz; 4. Michelle Bielen; 5. Angela Kuentjes.

40+: 1. Judd Koenitzer; 2. John Stroebel; 3. Michael Ellis; 4. Ted Fookes; 5. Harold Gooch.

50+: 1. Terry Woosley; 2. Hank Bronowicz; 3. Michael Michelli; 4. William Terry; 5. Robert Brotz.

P/W JR: 1. Brian Collins; 3. Jody Walker; 4. Buckley Andrews; 5. Scott Walker.

P/W SR: 1. Jared Keuntjes; 2. Robert Loire; 3. Mitch Nooyen; 4. Blake Young; 5. David Walker.

125 A: 1. Eron Ezerins; 2. Brad Jerominski; 3. Karter Busse; 4. Jason Warner; 5. Ken Masch.

125 B: 1. Patrick Boyden; 2. Jesse Williams; 3. Thomas Wolf; 4. Brian Godeck; 5. James Oversen.

125 C 1: 1. Bob Jenders; 2. Ron Lasco; 3. Colin Chapman; 4. Ryan Bond; 5. Nick Wanninger.

125 C 2: 1. Russell Hodges; 2. David Oettel; 3. Carl Wolf; 4. Jerry Walton; 5. Daniel Kaiser.

250 A: 1. Brad Jerominski; 2. Ken Masch; 3. Eron Ezerins; 4. Thomas Dretzka; 5. Roy Nafzger.

250 B: 1. Lyle Block; 2. Brian Godeck; 3. Donovan Rozek; 4. Chris Kanzler; 5. Michael Gowe.

250 C: 1. Bill Dennis; 2. Sam Salaja; 3. Thomas Wolf; 4. Mark Giannini; 5. John Caves.

OPEN: 1. Chuck Kingstad; 2. Jeff Lois; 3. Eriks Ezerins; 4. Robert Raduenz; 5. Mike Wiedmeyer.

Mashburn mops up Tumbleweed Motocross

By Terry and Christie Fleming

SNYDER, TX, NOV. 5

Zak Mashburn fought some tough battles to come up the double-moto winner and take the overall victory in the 125cc Beginner class at Tumbleweed Raceway Park.

Mashburn was quick off the line in moto one with Jim Vandiver right behind him. The start was an indication of things to come as the pair would fight for the lead the entire race. Chad Maney, Coby Colley and Shawn Nicholson followed the quick leading pair into the first turn, all vying for the advantage. Maney hung on to third and by the white flag was close to taking second. Unfortunately, Maney cased his Kawasaki on a double jump and the leaders got away from him. At the front of the pack Vandiver kept the pressure on Mashburn right up to the checkered flag. The two ran wheel-to-wheel through the second set of doubles, around turn nine and then through the pit. Vandiver made his move going into turn 10 but Mashburn was faster through the upcoming whoop section.

Moto two started out with Mashburn once again taking the lead early. Maney was second through the gate with Vandiver, Colley and Nicholson in tow. This time it was Maney who pressured Mashburn for the lead. Once again Mashburn held his ground and took the win. Vandiver made a last-lap effort to get around Maney for second but he washed out in turn 10. The downed Vandiver got restarted just before Colley could pass him. The finishing order for moto two was Mashburn, Maney, Vandiver, Colley and Nicholson.

Results

50: 1. Travis Trammell; 2. Doug Bowder; 3. Tyler Turner; 4. Gregory Diaz; 5. Brice Feagin.

80 BEG: 1. Chad McCright; 2. David Jensen; 3. Tyler Albrecht; 4. Austin Turner.

80 NOV: 1. Justin Carlton.

60: 1. Travis Trammell; 2. Matt Carlton; 3. Judd Blanchard.

125 BEG: 1. Zak Mashburn; 2. Chad Maney; 3. Jim Vandiver; 4. Coby Colley; 5. Shawn Nicholson.

125 NOV: 1. Tommy Matlock; 2. Dax Hardage; 3. Shawn Knobloch; 4. Russell James.

OPEN: 1. David Hicks; 2. Judd Blanchard; 3. Dax Hardage; 4. Russell James; 5. Riley Feagin.

500: 1. Billy Jensen; 2. Randy Carlton.

250 NOV: 1. Riley Feagin.

250 BEG: 1. Larry Lowery; 2. Tony Turner; 3. Zeb Foster.

Dempsey fights to Monroe Arenacross win

By Julie McDonald

MONROE, WA, NOV. 12

Jason Dempsey dominated the 125cc Intermediate and Before the Hill classes at the second round of the Arenacross series in Monroe, Washington. The talented youngster sat out most of the summertime racing action because of a broken collarbone, and then suffered the insult of having his motorcycle stolen. Despite the adversity, Dempsey came back to prove that he had lost no ground on his road to 125cc success.

Due to the large number of entries in the 125cc Intermediate class, two qualifying motos were run, the top three from each of the hotly contested races going to the main event.

The first qualifier was a bar-to-bar battle with some of the best Intermediate riders in the region duking it out for their chance in the main. Dempsey managed to hold his advantage into the first corner and pulled out ahead into the first set of jumps. Marc Henderson gave him the closest run, pressuring him throughout the first lap. When he washed out in a corner, Dempsey went on to the easy win, followed by Henderson, Travis Gage and Jeremy Welcome.

The second qualifer was more evenly matched and provided closer racing. Mitch Merritt, Jason Gravelle, Bobby Frankhauser and Trevor Deyo all proceeded to the main.

The main event got under way with the pack entering the first turn almost as a single unit. Dempsey's experience and skill gave him the edge, however, as he singly jettisoned out of the first corner, leaving the others bogged down behind him in a tangled mess. Unchallenged, Dempsey moved out ahead while the battle for second waged on between Marc Henderson, Jason Gravelle, Jeremy Welcome and Travis Gage. Gravelle went down in his bid for a podium finish, leaving Henderson and Welcome a little room to relax - and to finish in the second and third spots, respectively. Also moving up were Gage and Mitch Merritt, the pair rounding out the top five.

It was more of the same in the Before the Hill class, as Dempsey nailed the holeshot and ran away to the win, with a determined Henderson finishing second after bouncing back from a midpack start.

Results

50 MOD (4-6): 1. Maxwell Pope (LEM); 2. Cameron Smith.

50 MOD (7-8): 1. Ryan Hall (KTM); 2. Tanya Taylor (KTM); 3. Chad Barber.

50 STK (4-6): 1. Maxwell Pope (LEM); 2. Kevin Wood (KTM); 3. Jake Allen (Yam); 4. Sonya Anderson (Yam); 5. Micholas Schindler (Yam).

50 (7-8): 1. Jake Iuliono (Yam); 2. Ryan Hall (Yam); 3. Tysen Jansen (Yam); 4. Tanya Taylor (KTM); 5. Tyson May (KTM).

60 (0-8): 1. Colton Fasciotti (Kaw); 2. Chris McNeil (Kaw); 4. Scottie Gerken (Kaw); 4. Jordan Skyles (Kaw); 5. Ryan Hall (Kaw).

60 (9-11): 1. Kyle Harris (Kaw); 2. Derrick Sas (Kaw); 3. Mitchell Pierce (Kaw); 4. Jack Meadows (Kaw); 5. Nick Gilbertson (Kaw).

60 OPEN: 1. Brandon Layton (Kaw); 2. Derrick Sas (Kaw); 3. Kyle Harris (Kaw); 4. Nick Gilbertson (Kaw); 5. Scottie Gerken (Kaw).

80 BEG: 1. Brandon Larson (Hon); 2. Jesse Meiers (Hon); 3. Luke Rose (Kaw); 4. Ryan Mayer (Yam); 5. Andy Beatly (Yam).

80 (7-11): 1. Kiel Krogstadt (Yam); 2. Travis Taylor (Hon); 3. Kyle Harris (Kaw); 4. Cody Noble (Kaw); 5. Jeremy McNeil (Yam).

80 (12-13): 1. Keith Ford (Kaw); 2. Anthony Rudolph (Hon); 3. David Frasier (Yam); 4. Rodney Spangler (Yam); 5. Joey Sutherland (Yam).

80 (14-16): 1. Shawn McDougall (Yam); 2. Ben Hale (Yam); 3. Ryan Alain (Hon); 4. Tyler Kavaney (Yam); 5. Nathan McDonald (Kaw).

S/MINI: 1. Garhett Carter (Yam); 2. Keith Ford (Kaw); 3. Shawn McDougall (Yam); 4. Ben Hale (Yam); 5. Tyler Kavaney (Yam).

125 BEG: 1. Pat Darnell (Suz); 2. Jeremiah Murphy (Hon); 3. Aaron Smith (Hon); 4. Brad Sweeney (Yam); 5. Loren Jones (Hon).

125 JR: 1. Michael Lankhaar (Hon); 2. Jason French (Hon); 3. Dan Sturrock (Hon); 4. Nathan McCormick (Hon); 5. Kyle Van Dyken (Yam).

125 INT: 1. Jason Dempsey (Kaw); 2. Marc Henderson (Suz); 3. Jeremy Welcome (Hon); 4. Travis Gage (Suz); 5. Mitch Merritt (Hon).

125 PRO: 1. Michael York (Hon); 2. Chaun McAlister (Suz); 3. Jimmy LeMastus (Hon); 4. Lance Smail (Suz); 5. Jay Whipple (Hon).

250 BEG: 1. Steven Swanen (Hon); 2. Eric Bailey (Hon); 3. Travis Hanson (Yam); 4. Troy Pettinger (Kaw); 5. Dale Gaves (Suz).

250 JR: 1. Brian Speer (Hon); 2. Sean Kavanagh (Yam); 3. Russ Vautzman (Yam); 4. Jason French (Hon); 5. Steve Eilers (Hon).

250 INT: 1. Travis Gage (Suz); 2. Ryan Van Dyken (Hon); 3. Jeremy Kirk (Hon); 4. Darryl West (Hon); 5. Jeff Conway (Hon).

250 PRO: 1. Lance Smail (Hon); 2. Chaun McAlister (Suz); 3. Billy Binckley (Yam); 4. Brett Devries (Yam); 5. Jay Whipple (Hon).

BEG (0-25): 1. Steve Sawnen (Hon); 2. Eric Bailey (Hon); 3. Jeremiah Murphy (Hon); 4. Josh Bailey (Hon); 5. Ryan Hogenson (Kaw).

SPTSMN (0-25): 1. Jason Dempsey (Kaw); 2. Marc Henderson (Suz); 3. Trevor Deyo (Hon); 4. Matt Axelson (Suz); 5. Sean Kavanagh (Hon).

25+ BEG: 1. Dan Gates (Suz); 2. Eric Dexter (Kaw); 3. James Daniel (Kaw); 4. Scott Wilson (Kaw); 5. Dan Edwards (Kaw).

25+ INT: 1. Greg Wall (Hon); 2. Ted Devol; 3. Bobby Frankhauser (Hon); 4. Gary Strode (Hon).

30+ BEG: 1. Darin Vanderpol (Yam); 2. Dale Evanger (Kaw); 3. Mike Stern (Suz); 4. Mark Hoffman (Kaw); 5. Russel Bench (Yam).

30+ SPTSMN: 1. Bob Nietfeils (Kaw); 2. Kevin Longstrom; 3. Ted Devol; 4. Scott Keiman; 5. Ed Wagstaft (Yam).

30+ PRO: 1. Stacey Thornton (Yam); 2. Tom Poage (Yam).

40+ OPEN: 1. Terry Gillespie (Hon); 2. John Murphy (Ves); 3. Todd Wolfe (Kaw); 4. Jack Hanson (Yam); 5. Bob Meadows (Hon).

WMN: 1. Emily Norton (Yam); 2. Tammy Ingraham (Suz); 3. Sommer Beatley (Yam); 4. Kristi Hayes (KTM); 5. Dennice Brown (Suz).

4-STRK: 1. Gary Strode (Hon); 2. Stein Straume (Hon); 3. Chris Kdstler (Hon); 4. Eric Brown (Hon); 5. Jack Miller (Hon).

Woods tough at GFTL ST

By John Blackstock

CARNESVILLE, GA, NOV. 5

The final round of the GFTL short track series at the Carnesville Karting Komplex had both something new and something old. The old part was the weather which, as at almost every other round of the series this season, threatened to force the racing to be stopped. Fortunately the really foul weather eventually abated, and those who hung on through the rain and sleet were treated to something new as Virginia resident Travis Woods and his son Aaron topped a few classes in their first visit to the series.

The older Woods rode a neat-looking DTX-style Husky to a convincing win in the 251-500 class, then returned to fight to a second-place finish in the Semi Pro trophy class. Woods' son Aaron made a real impression on the locals in the 50cc 7-8-year-old class as he blasted around the track to greet the checkered flag first. The Woodses' performance was especially impressive by virtue of the fact that this was their debut ride and most of the competition they faced had been competing in the series all year.

In other action, Chase Pickren took full advantage of a couple of no-shows to walk away with the 200cc-class win. Bruce Dexter and Joel Sabin had a nice battle for second with Dexter edging Sabin and Rick Matheny at the finish.

An added attraction for the season finale was a Women's race. It was quite a show with young Merritt Johnson riding her KX80 to victory, despite a displacement disadvantage, over Melanie Keith, Phyllis Barnett and Amy Weaver, all of whom were riding XR200 Hondas. CN

Results

50 (4-6): 1. Eddie Tumlin II (Yam); 2. Clayton Sims (Yam); 3. Patrick Johnson (Suz).

50 (7-8): 1. Aaron Woods (Yam); 2. Brian Sudderth (Hon); 3. Anthony Craft (Hon); 4. Barron Behanna Jr. (Yam).

80: 1. Garrett Weaver (Hon); 2. Merrit Johnson (Kaw); 3. Barron Behanna Jr. (Yam).

200: 1. Chase Pickren (Hon); 2. Burce Dexter (Hon); 3. Joel Sabin (Hon); 4. Rick Matheny (Hon).

250: 1. Scott Kay (Bul); 2. David Keith (Yam); 3. Kirk Johnson (Yam).

251-500: 1. Travis Woods (Hus); 2. Gary Weaver (Yam); 3. Dennis Borroughs (Bul); 4. Scott Fluck (Yam).

VINT: 1. Dennis Borroughs (Bul); 2. Wade O'Conner (Tri); 3. Scott Fluck (Yam); 4. David Keith (Yam); 5. Kirk Johnson (Yam).

SR: 1. Billy Campbell (Rtx); 2. Dennis Borroughs (Bul); 3. Duwayne Montgomery (Yam); 4. Gary Weaver (Yam).

ADULT MINI: 1. Rod Burr (Hon); 2. Joel Sabin (Hon); 3. Bruce Dexter (Hon); 4. Rick Matheny (Hon).

SEMI-PRO: 1. John Blackstock (Yam); 2. Travis Woods (Huys); 3. Darrell Bryant (Hon); 4. Billy Campbell (Rtx); 5. Duwayne Montgomery (Yam).

SEMI-PRO MONEY: 1. Tom Sisson (Yam); 2. John Blackstock (Yam); 3. Chris Hemphill (Yam); 4. Darrell Bryant (Hon); 5. Eddie Tumlin (BSA).

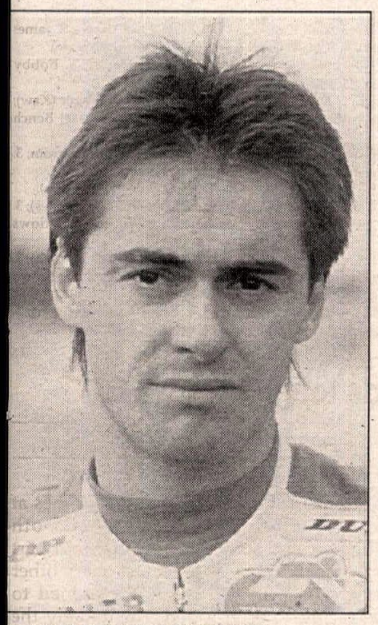
Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 10 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (293/6 wins)
2. Mike Hale (Hon), Carrollton, TX (268/2 wins)
3. Tom Kipp (Yam), Mentor, OH (254)
4. Fred Merkel (Suz), Stockton, CA (228)
5. Dale Quarterley (Duc), Westfield, MA (210)
6. Pascal Picotte (Kaw), Canada (198)
7. Mike Smith (Duc), Canton, GA (195)
8. Steve Crevier (Kaw), Canada (194)
9. Freddie Spencer (Duc), Shreveport, LA (193/1 win)
10. Thomas Stevens (Suz), Sanibel Island, FL (182)

AMA 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (377/9 wins)
2. Mike Hale (Hon), Carrollton, TX (282/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (273)
   Thomas Wilson, Oregon, OH (273)
5. Michael Barnes (Kaw), Boca Raton, FL (264)
6. Hikaru Miyagi (Hon), Japan (251)
7. Steve Crevier (Kaw), Canada (247)
8. Pascal Picotte (Kaw), Canada (225)
9. Larry Pegram (Hon), Baltimore, OH (214)
10. Brian Parriott (Hon), Calistoga, CA (169)



PIERGIORGIO BONTEMPI

AMA 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (313/3 wins)
2. Fred Merkel (Suz), Stockton, CA (270/7 wins)
3. Thomas Wilson (Kaw), Oregon, OH (251)
4. James Randolph (Kaw), Santa Rosa, CA (214)
5. Hikaru Miyagi (Hon), Japan (189)
6. Mark McDaniel (Suz), Birmingham, AL (185)
7. Aaron Yates (Suz), Milledgeville, GA (179)
8. Fritz Kling (Yam), Lansing, MI (148)
9. Donald Jacks (Suz), St. Cloud, FL (141)
10. Anthony Lupo (Yam), San Rafael, CA (135)

AMA 250cc GRAND PRIX SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (324/7 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (286)
3. Chuck Sorenson (Yam), Livermore, CA (284)
4. Mike Sullivan (Yam), Centralia, WA (239)
5. Randy Renfrow (Hon), Fredericksburg, VA (228)
6. Greg Esser (Yam), Pompano, FL (212)
7. Bobby Keith (Yam), Redwood City, CA (196)
8. Jason Paden (Yam), Salida, CA (182)
9. Jeff Vos (Apr), Holland, MI (180)
10. Mark Foster (Yam), San Juan Capistrano, CA (163)

AMA H-D SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Scott Zampach (H-D), Milwaukee, WI (303/3 wins)
2. Shawn Higbee (H-D), Marina Del Rey, CA (285/4 wins)
3. Matt Wait (H-D), Modesto, CA (281/1 win)
4. Eric Bostrom (H-D), Redondo Beach, CA (265)
5. Matthew Guidera (H-D), Citrus Heights, CA (242)
6. Billy Graef (H-D), Sheboygan, WI (235)
7. Ben Bostrom (H-D), Redondo Beach, CA (228)
8. Andy Fenwick (H-D), Neenah, WI (221)
9. Brian Gibbs (H-D), Stockbridge, GA (206)
10. Mario DuHamel (H-D), Canada (200)

AMA 125cc GRAND PRIX SERIES
(After 9 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (273/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (257/1 win)
3. Masahiro Iizuka (Hon), Japan (227/4 wins)
4. Billy Graef (Yam), Sheboygan, WI (199)
5. Mike Mondo (Hon), Pleasant Hill, CA (176)
   Todd Bowman (Hon), Canada (176)
7. David Pare, (Hon), Elk Grove, CA (165)
8. Kevin Murray (Hon), Vista, CA (163)
9. Roland Sands (Hon), Long Beach, CA (132)
10. Nancy Delgado (Hon), Atlanta, GA (106)

500cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Michael Doohan (Hon), Australia (248/7 wins)
2. Daryl Beattie (Suz), Australia (215/2 wins)
3. Luca Cadalora (Yam), Italy (176/2 wins)
4. Alex Criville (Hon), Spain (166/1 win)
5. Shinichi Itoh (Hon), Japan (127)
6. Loris Capirossi (Hon), Italy (108)
7. Alex Barros (Hon), Brazil (104)
8. Alberto Puig (Hon), Spain (99)
9. Norifumi Abe (Yam), Japan (81)
10. Loris Reggiani (Apr), Italy (52)

250cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Max Biaggi (Apr), Italy (283/8 wins)
2. Tetsuya Harada (Yam), Japan (220/1 win)
3. Ralf Waldmann (Hon), Germany (203/3 wins)
4. Tadayuki Okada (Hon), Japan (136)
5. Jean-Philippe Ruggia (Hon), France (115)
6. Nobuatsu Aoki (Hon), Japan (105)
7. Luis d'Antin (Hon), Spain (88)
8. Kenny Roberts Jr. (Yam), Modesto, CA (82)
9. Doriano Romboni (Hon), Italy (75/1 win)
10. Oliver Jacque (Hon), France (66)

125cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Haruchika Aoki (Hon), Japan (224/7 wins)
2. Kazuto Sakata (Apr), Japan (140/2 wins)
3. Emilio Alzamora (Apr), Italy (129/1 win)
4. Akira Saito (Hon), Japan (127)
5. Dirk Raudies (Hon), Germany (124.5/1 win)
6. Stefano Perugini (Apr), Italy (118)
7. Masaki Tokudome (Hon), Japan (105.5/1 win)
8. Tomomi Manako (Hon), Japan (102)
9. Hideyuki Nakajoh (Hon), Japan (88)
10. Peter Oettl (Apr), Germany (76)

WORLD SUPERBIKE CHAMPIONSHIP
(After 12 of 12 rounds)

1. Carl Fogarty (Duc), England (478/13 wins)
2. Troy Corser (Duc), Australia (339/4 wins)
3. Aaron Slight (Hon), New Zealand (323/2 wins)
4. Anthony Gobert (Kaw), Australia (222/2 win)
5. Yasutomo Nagai (Yam), Japan (188)
6. Simon Crafar (Hon), New Zealand (187)
7. Fabrizio Pirovano (Hon), Italy (178)
8. Pier-Francesco Chili (Duc), Italy (160/1 win)
9. Mauro Lucchiari (Duc), Italy (156/2 wins)
10. John Reynolds (Kaw), England (155)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

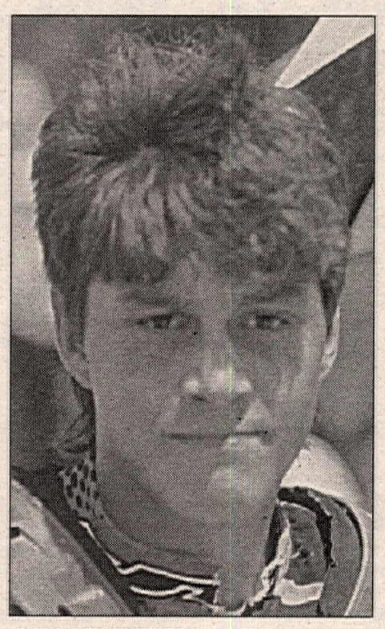
1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)



MICKAEL PICHON

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (526/7 wins)
2. Jeff Emig (Yam), Riverside, CA (466/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (389/2 wins)
4. John Dowd (Yam), Chicopee, MA (363)
5. Kyle Lewis (Yam), Rosamond, CA (302)
6. Larry Ward (Yam), Florence, SC (285)
7. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
8. Phil Lawrence (Kaw), Menifee, CA (242)
9. James Dobb (Hon), Dayton, OH (236)
10. Greg Albertyn (Suz), Corona, CA (222)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Steve Lamson (Hon), Pollock Pines, CA (467/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (462/2 wins)
3. Damon Huffman (Suz), Acton, CA (435)
4. Mike Brown (Hon), Gray, TN (421/1 win)
5. Mickael Pichon (Kaw), Shelby, NC (349)
6. Robbie Reynard (Kaw), Moore, OK (328/2 win)
7. Tim Ferry (Suz), Palm Harbor, FL (254/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (244)
9. Scott Sheak (Suz), Germantown, NY (210)
10. Denny Stephenson (Suz), Omaha, NE (207)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Alessandro Puzar (Hon), Italy (340/4 wins)
2. Alessio Chiodi (Yam), Italy (337/4 wins)
3. Sebastien Tortelli (Kaw), France (266/1 win)
4. Jimmy Button (Hon), Corning, NY (201)
5. Mikael Maschio (Yam), Italy (186/1 win)
6. Claudio Federici (Yam), Italy (171/1 win)
7. Michele Fanton (Kaw), Italy (169)
8. Dave Strijbos (Suz), Holland (167)
9. Frederic Vialle (Kaw), France (166)
10. Massimo Bartolini (TM), Italy (157)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Stefan Everts (Suz), Belgium (423/5 wins)
2. Marnicq Bervoets (Suz), Belgium (380/4 wins)
3. Tallon Vohland (Kaw), San Jose, CA (338/1 win)
4. Kurt Nicoll (Hon), Great Britain (332/1 win)
5. Peter Beirer (Hon), Germany (283)
6. Pedro Tragter (Suz), Holland (256)
7. Andrea Bartolini (Yam), Italy (251/3 wins)
8. Bob Moore (Yam), Canyon Country, CA (291)
9. Werner DeWit (Suz), Belgium (179)
10. Peter Iven (Kaw), Belgium (164)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Joel Smets (Hbg), Belgium (344/5 wins)
2. Trampas Parker (KTM), Shreveport, LA (302/2 wins)
3. Darryll King (Kaw), New Zealand (261)
4. Peter Johansson (Hus), Sweden (236)
5. Jacky Martens (Hus), Belgium (194/2 win)
6. Gert Jan Van Doorn (Ver), Holland (161)
7. Gerald Delepine (Hon), Belgium (150/2 wins)
8. Shayne King (KTM), New Zealand (134)
9. Johan Boonen (Hus), Belgium (129/1 win)
10. Peter Dirkx (Hon), Belgium (100)

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 23 of 23 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (320/10 wins)
2. Rich King (Hon), Waterloo, IA (226/1 win)
3. Chris Carr (H-D), Valley Springs, CA (220/3 wins)
4. Will Davis (Hon), Goldsboro, NC (200/1 win)
5. Kevin Atherton (H-D), White Pigeon, MI (182/1 win)
6. Steve Morehead (H-D), Findlay, OH (154/1 win)
7. Jay Springsteen (H-D), Lapeer, MI (144/1 win)
8. Ronnie Jones (Hon), Oklahoma City, OK (122)
9. Kevin Varnes (Hon), Pottstown, PA (117/2 wins)
10. Dave Camlin (H-D), Rock Island, IL (108/1 win)

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 16 of 16 rounds)

1. Mike Hacker, Prince George, VA (247/4 wins)
2. Jay Springsteen, Lapeer, MI (220/8 wins)
3. Jason Fletcher, Warren, CT (128)
4. Matt Wait, Lodi, CA (110/2 wins)
5. Georgie Price IV, Sicklerville, NJ (107)
6. Nate Wait, Lodi, CA (100)
7. Doug Beattie, Canada (86)
8. James Hart, Centralia, IL (90/1 win)
9. Jess Roeder, Monroeville, OH (86)
10. Lance Jones, Ohatchee, AL (79/1 win)

SAM ERMOLENKO

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 6 of 6 rounds)

1. Hans Nielsen, Denmark (103/1 win)
2. Tony Rickardsson, Sweden (88)
3. Sam Ermolenko, Cypress, CA (83)
4. Greg Hancock, Costa Mesa, CA (82/1 win)
5. Billy Hamill, Monrovia, CA (80/1 win)
6. Mark Loram, Great Britain (77)
7. Chris Louis, Great Britain (77)
8. Henka Gustafsson, Sweden (73)
9. Tomasz Gollob, Poland (73/1 win)
10. Tommy Knudsen, Denmark (67/2 wins)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(After 10 of 10 rounds)

1. Jordi Tarres (G-G), Spain (179/5 wins)
2. Marc Colomer (Mon), Spain (171/4 wins)
3. Tommi Ahvala (Fan), Finland (130/1 win)
4. Doug Lampkin (Bet), Great Britain (118)
5. Joan Pons (G-G), Spain (114)
6. Donato Miglio (G-G), Italy (94)
7. Bruno Camozzi (Bet), France (81)
8. Steve Colley (G-G), Great Britain (73)
9. Amos Bilbao (Bet), Spain (63)
10. Kenichi Kuroyama (Bet), Japan (53)

NATIONAL TRIALS SERIES
(After 11 of 11 rounds)

1. Geoff Aaron (Bet), Redding, CT (180/6 wins)
2. Ryan Young (G-G), Lexington, KY (170/4)
3. Olivier Clamagirand (G-G), Brea, CA (138)
4. Jess Kempkes (G-G), Lincoln, NE (123/1)
5. Raymond Peters (Fan), Moreland, NY (108)
6. Lonny Hallsted (Bet), Clackamus, OR (103)
6. Matt Moore (G-G), Sapulpa, OK (85)
7. Chuck Sutton (Bet), NM (85)
8. Ryon Bell (G-G), Canada (82)
10. Dennis Sweeten (Bet), Salem, OR (81)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (193/5 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (186/3 wins)
3. Steve Hatch (Suz), Ithaca, NY (144)
4. Kelby Pepper (Kaw), Center, CO (128/1)
5. Mike Lafferty (Kaw), Millville, NJ (127)
6. Kevin Bennett (Hon), Milleville, NJ (78)
7. Alan Randt (KTM), Lansing, MI (74)
8. Mat Stavish (KTM), Blaine, MN (72)
9. James Gray (KTM), Gunnison, CO (50)
10. George Waller (Kaw), Pleasant Grove, AL (34)

STEVE HATCH

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 6 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)
2. Greg Zitterkopf (KTM), Chino, CA (96)
3. Ty Davis (Kaw), Hesperia, CA (80/1 win)
4. Drey Dircks (Hon), Tehechapi, CA (61)
   Jeff Capt (Hon), Glendora, CA (61)
   Abe Baumann (Kaw), Garden Grove, CA (61)
7. Nick Pearson (KTM), Pioche, NV (55/1 win)
8. Paul Krause (Kaw), Irvine, CA (54)
9. James Gray (KTM), Gunnison, CO (54)
10. Dan Richardson (Hon), Huntington Beach, CA (50)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 9 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (221/3 win)
2. Scott Plessinger (KTM), Hamilton, OH (189/3 wins)
3. Rodney Smith (Suz), Oakley, CA (185/3 win)
4. Jason Dahners (KTM), Redmond, WA (101)
5. Steve Leivan (Yam), Eldon, MO (88)
6. Eric Mashbir (Hon), Oakland, CA (87)
7. Leigh Letellier (KTM), Kansas City, KS (78)
8. Steve Hatch (Suz), Ithaca, NY (66/1 win)
9. Duane Conner (Yam), Washington, PA (66)
10. Brian Keegan (Yam), Canonsburg, PA (43)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 12 of 12 rounds)

1. Scott Plessinger (KTM), Hamilton, OH (156/5 wins)
2. Scott Summers (Hon), Petersburg, KY (156/4 wins)
3. Fred Andrews (Yam), Salem, OH (152/2 wins)
4. Duane Conner (Yam), Washington, PA (135)
5. Tommy Norton (Yam), Norfolk, MA (134)
6. Guy Cooper (Suz), Stillwater, OK (134)
7. Brian Keegan (Yam), Canonsburg, PA (104)
8. Tim Shephard (Yam), Hamilton, OH (94)
9. Doug Blackwell (Yam) (92)
10. Steve Hatch (Suz), Ithaca, NY (90)

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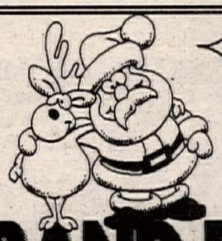

CHRISTMAS GRAND PRIX

Sunday, December 10, 1995

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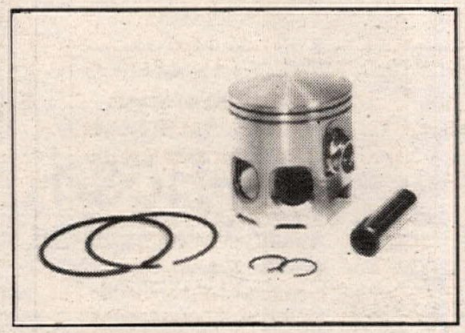

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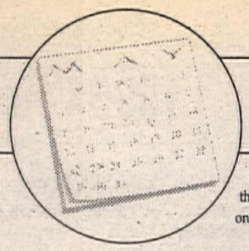

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/25 Mugello, Italy, Rnd 5
6/9 France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
9/29 Rio de Janeiro, Brazil, Rnd 14
10/6 Buenos Aires, Argentina, Rnd 15
10/29 Eastern Creek, Australia, Rnd 16

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Séca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/6-7 Germany, Rnd 8
7/13-14 Czech Republic, Rnd 9
7/27-28 Belgium, Rnd 10

World Cup Indoor Trials Series
12/2 Granada, Spain
12/9 St. Gaudens, France
1/6 Sheffield, England
1/13 San Sebastian, Spain
1/19 Toulouse, France
1/27 Andorra la Vella, Andorra
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

Trials des Nations
8/17-18 Sweden

AMA Supercross Series
1/13 Orlando, FL, Rnd 1
1/20 Minneapolis, MN, Rnd 2
1/27 Anaheim, CA, Rnd 3
2/3 Seattle, WA, Rnd 4
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Nat'l C'ship Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National C'ship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, R
6/8-9 Tillamook, OR, Rnd 4

AMA National Championship Hare Scrambles Series
2/4 Hollister, CA, Rnd 1
3/24 Columbus, TX, Rnd
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
1/28 Lucerne Valley, CA, Rnd 1
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Crawfordsville, IN, Rnd 11
10/27 TBA, Rnd 12

AMA/NATC Nat'l C'ship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
12/3 Owensboro, KY
12/17 Mannington, KY
1/14 Lawrenceburg, TN
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Pro-Am Series
Florida Region
12/9-10 Palm Beach Gardens, FL
Southwest Region
12/2-3 Chandler, AZ
*Race of Champions

SERA Hare Scrambles Series
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

SETRA Championship Hare Scrambles Series
12/3 Elgin, SC
12/10 Madison, GA
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

FTA Trials C'ship Series
12/17 Crooms, FL
1/14 Crooms, FL
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Golden Crown of Baja Off Road Desert Series
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
12/3 Rosarito, Mex.
Info 011/52-661-22525

CMRRA 50cc-125cc C'ship Road Race Series
12/9-10 Perris, CA
Info 909/674-5357

AMA National Arenacross Series
12/1-3 Rockford, IL
1/5-7 Ft. Worth, TX
1/12-14 Oklahoma City, OK
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

WSMC Road Race Series
12/17 Rosamond, CA
1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Motorcycle Asphalt Racing Series
3/5 Barberville, FL
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/27 Kenly, NC
10/28 Charleston, SC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
11/26 Las Vegas, NV
12/10 Newhall, CA
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/17-18 Las Vegas, NV
*National Trail Ride Series event
Info 818/249-2141

CMA/O'Neal USA Central Calif. C'ship Motocross Series
12/3 Tulare, CA
12/10 Hanford, CA
12/17 Madera, CA
Info 209/673-8080

DECEMBER

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31						

JANUARY

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• DENOTES PRO PAYBACK

Dec 1-3

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO MOTOCROSS - AMA/Action Sports Promotion Inc., Ohio State Farigrounds/Coliseum, Columbus. Info: 614/594-6686.

Dec 2-3

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 1 & 2, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

Sat, Dec 2

• ARIZONA OFF ROAD - Whiplash Motorsports, Point to Point 150, Rocky Point. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Rojo Productions, Anaheim Supercross Ticket Series - Rnd 3, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CALIFORNIA FLAT TRACK - Pro, Sportsman, Vintage, 1/4-mile clay oval, Watsonville Speedway, Watsonville. Info: 408/462-6101.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 5, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• LOUISIANA FLAT TRACK & TT - Swampland Raceway, outlaw racing, Grand Prairie. Info: 318/363-3734.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Dec 3

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Stanfield. Info: 602/582-2294.

ARIZONA MOTOCROSS - Cal-Zona II Vintage Motocross - California vs. Arizona, Canyon Raceway, Peoria. Info: 602/966-0101 or 619/744-8052.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/Volker's German, Rudolph's Revenge Desert Gran Prix, Superstition BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA GRAN PRIX - GFI Racing, Dirt Diggers Gran Prix, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA GRAN PRIX - Over the Hill Gang, Castaic Lake Motocross, Castaic. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - SSC/Thousand Oaks Yamaha/Shane Trittler Promotions, Winter warmup Series, Hungry Valley. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Hungry Valley, Gorman. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - AMP, Oatfield Raceway, Turlock. Info: 209/541-0860 or 209/667-7109.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050.

• FLORIDA MOTOCROSS - Double A Promotions, North Florida Motocross, Jacksonville. Info: 904/268-2376, 845-2076.

• FLORIDA MOTOCROSS - Pro Sports USA, Florida MX warmup and Florida Vitnage MX Shootout, Orlando MX Park, Orlando. Info: 407/359-9260.

• GEORGIA MOTOCROSS - AMA, Paradise Off Road Park, Georgia Fall Series, Macon. Info: 912/745-3946 or 738-0664.

INDIANA HARE SCRAMBLES - Plymouth Blackhawk on Burroughs Farm, Culver. Info: 219/259-0103 or 219/842-2224.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Rnd 4, Cantamar Sand Dunes, Rosarito. Info: 011/52-661-22525.

NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Christmas Grand Prix, Silverstate Motocross, long track plus car track/traditional G.P. course, Le Mans start, Carson City. Info: 702/ 267-4392.

• NEVADA MOTOCROSS - Over the Hill Gang, Sandmaster Series - Rnd 4, Fernley Lions Club Track, Fernley. Info: 702/356-6043.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Winter Series, Welch. Info: 918/233-7003.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Interstate Racepark, Blountville. Info: 423/323-5497.

Wed, Dec 6

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 8-9

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Cockeysville Optimist, Timonium Cow Palace, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Dec 9-10

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

Sat, Dec 9

• CALIFORNIA MOTOCROSS - Rojo Productions, Anaheim Supercross Ticket Series - Rnd 4, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CALIFORNIA MOTOCROSS - Over the Hill Gang, no membership required, Rainbow II, San Jacinto. Info: 310/864-6875.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 6, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Pro Sports USA, Christmas Race Program, Orlando MX Park, Orlando. Info: 407/359-9260.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• OHIO INDOOR SHORT TRACK - Old Time Newsies, Big Brothers/Big Sisters Charity, K K Motorcycle Supply, Wright State University Nutter Center, Dayton. Info: 513/222-7818.

Sun, Dec 10

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edward. Info: 805/272-8889.

CALIFORNIA MARATHON GRAND PRIX - Sandhill Ranch/San Jose Yamaha, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Hanford. Info: 209/673-8080.

CALIFORNIA HARE SCRAMBLES - D-37/Dirt Diggers South M.C., Spangler ORV area, Red Mountain. Info: 909/883-5259.

• CALIFORNIA MOTOCROSS - SSC/Thousand Oaks Yamaha/Shane Trittler Promotions, Winter warmup Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Moto-Craft Motocross, Hollister Hills MX, Hollister. Info: 408/842-5790.

• CALIFORNIA MOTOCROSS - AMP, Oatfield Raceway, Turlock. Info: 209/541-0860 or 209/667-7109.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, Special MX, no cards required, Dixon. Info: 916/678-3592.

CALIFORNIA MOTOCROSS - Moto-craft Motocross, Hollister Hills G.P. track, Hollister. Info: 408/637-2073 or 408/842-5790.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 8, Wausau MX Park, Wausau. Info: 904/638-1012.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Winter Series, Welch. Info: 918/233-7003.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Wed, Dec 13

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 15-17

• OHIO ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 216/948-1478.

Dec 16-17

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 3 & 4, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

Sat, Dec 16

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Rojo Productions, Anaheim Supercorss Ticket Series - Rnd 5, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 7, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• LOUISIANA FLAT TRACK & TT - Swampland Raceway, outlaw racing, Grand Prairie. Info: 318/363-3734.

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Cockeysville Optimist, Timonium Cow Palace, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

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TULARE CYCLE PARK
Tulare, CA
Event Calendar

Sat., December 2	Open MX Practice
Sun., December 3	Motocross Race
Sun., December 16	Open MX Practice

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

(209) 673-8080
CMA GFI Racing North

Sun., Dec. 3	O'Neal USA Central CA C'ship	Tulare Cycle Park
Sat., Dec. 9	Open MX Practice (G.P. Track)	Hollister Hills
Sun., Dec. 10	Moto-Craft MX (G.P. Track)	Hollister Hills
Sun., Dec. 10	O'Neal USA Central CA C'ship	Hanford

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GNC Int'l. MX Finals
March 15-16-17, 1996
(Nat'l. Semi-Final qualifier March 14th)
Lake Whitney, Texas
Call: 817-694-2901
MOTOCROSS

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GLEN HELEN RACING, INC.
EVENT CALENDAR
Motocross Practice Every Thursday 8:00AM to Dusk
Every Saturday 8:00AM to Noon Except Race Days.
Call to Confirm (909) 880-3090 Ext. 6#

Fri.,Sat.,Sun., Dec., 1,2,3	Soda Sanctioned; The Chevrolet-Off Road Winter Series
Thurs., Dec. 14	Open MX Practice National & Vintage Tracks 8:00am till Dusk
Sat., Dec. 16	Open MX Practice on National & Vintage Tracks 8:00am till 1:00pm
Sun., Dec. 17	Open MX Practice on National & Vintage Tracks 8:00am till 3:00pm

Note: No Mx Practice (Sat. or Thurs.) from Nov. 18 through Dec. 14 due to Soda Chevrolet ESPN Off Road Series

**See Robby Gordon Indy car champion and Walker Evans or Jimmy Smith to race in the up coming Chevrolet off road Winter series Dec. 1-3. Be There! Info Call 909 880-3090

***Soda/Chevrolet Off Road Winter Series Dec. 1-3, 1995 Watch Us on ESPN 2 in 1996!!

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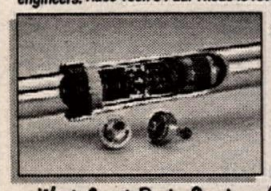

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East Coast Basic Seminar (3-Day Seminar) Feb. 13,14,15 $595.00 Just prior to Cincinnati dealer show.
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CRC California Race Schedule
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Sun., Dec., 3	CRC MX - Trophy Series	L.A.C.R.
Sun., Dec., 10	CRC MX - Trophy Series	Edwards AFB
Sun., Dec. 17	CRC GP - Trophy Series "Merry Christmas G.P."	LACR
Sun., Dec. 24	NO Race	LACR
Sun., Dec. 31	NO Race	LACR

Saturday Practice
9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

GFI RACING (909) 684-6996
A Rider For the Riders

Wed., Nov. 29	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sun., Dec. 3	Prairie Dogs Gran Prix	Perris
Wed., Dec. 6	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sat., Dec. 9	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Dec. 13	GFI Wednesday Practice Day (Noon - Dark)	Perris

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Sunday, December 17 Hollister Hills
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sun, Dec 17

• CALIFORNIA GRAND PRIX - CRC, Trophy Series/Merry Christmas GP, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Little Okie Raceway, Madera. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - AMP/Motowest Racing, Winter Series warmup , Hollister Hills MX track, Hollister. Info: 415/587-8678 or 408/238-8208.

• FLORIDA MOTOCROSS - Pro Sports USA, Super Challenge '95 MX, Orlando MX Park, Orlando. Info: 407/359-9260.

• GEORGIA MOTOCROSS - Dixie M/C Club, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Mannington. Info: 615/859-0873.

• NEW YORK MUD & SNOW SCRAMBLES - Square Deal Riders M.C., Beldon. Info: 607/693-3159.

• OKLAHOMA MOTOCROSS - Walnut Creek Winter Series, Welch. Info: 918/233-7003.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Millers Mountain, Bluff City. Info: 423/323-5497.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Wed, Dec 20

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 23

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Wed, Dec 27

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 29-30

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, WNC Ag Center, Asheville. Info: 423/323-5497.

Sat, Dec 30

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 31

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 5/The Dunaway Dash, Plaster City west BLM open area, El Centro. Info: 619/427-5759.

Mon, Jan 1

CALIFORNIA POKER RUN/OFF ROAD - Lee's Honda Kawasaki, Shasta Dam, Gene Chappie OHV Park, Redding. Info: 916/221-6788.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Jan 4-8

SOUTH AMERICA ENDURO RALLY - International Enduro Rally of the Caribbean, Cabo de la Vela, Columbia. Info: 305/557-1311.

Jan 5-7

CANADA SHOW - Bar Hodgson Productions/Brampton Motorcycle Assoc., Canadian International Motorcycle Super Show, Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

• MISSISSIPPI ARENACROSS - Motorsports of America/NMMA Motorsports, Lee County Agri-Center - Verona, Tupelo. Info: 800/544-8714.

• TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Part I, Tri State Fairgrounds, Amarillo. Info: 800/544-8714.

• VIRGINIA ARENACROSS - Motorsports of America, Salem Civic Center, Salem. Info: 800/544-8714.

Jan 6-7

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 5 & 6, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions Inc., Civic Arena, Huntington. Info: 614/594-6686.

Sat, Jan 6

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 8, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of NY Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 7

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

ILLINOIS SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

TEXAS EXPO, SHOW & SWAP MEET - Convention Center, Arlington. Info: 214/216-5520.

VIRGINIA HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Wythe Raceway, Rural Retreat. Info: 423/323-5497.

Jan 12-13

• IOWA INDOOR SHORT TRACK - Motorsports of America, Five Seasons Center, Cedar Rapids. Info: 800/544-8714.

Jan 12-14

• NORTH CAROLINA INDOOR SHORT TRACK - Motorsports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

• OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Lazy E Arena, Oklahoma City. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Part II, Multi Events Center, Wichita Falls. Info: 800/544-8714.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

Mechanic
Harley-Davidson dealership looking for experienced service mechanic. Must have own tools and knowledge of factory repairs. Apply in person California Harley-Davidson, 1517 Pacific Coast Hwy., Harbor City, CA 90710. Or call Joe at (310) 539-3366. CA. (243-48)

GREAT OPPORTUNITY in western Colorado, Yamaha/Suzuki/Kawasaki dealership is looking for experienced motorcycle, ATV, snowmobile technician. Mature with positive attitude. Salary based on experience. (970) 249-8161, fax (970) 249-8430. Glen. CO. (345-48)

Harley P&A Manager
5 years experience required along with a proven background of stability and success in H-D dealerships. Must be able to increase sales and work closely with other highly paid professionals in high tech. progressive Huntsville, AL. Call Tommy at (205) 837-7433. AL. (347-50)

Mechanic Wanted - Colorado
Experienced only (minimum 2 years dealership.) Full time, year round for Suzuki-ATK dealer. Alpine Suzuki, 318 E. Colorado Ave., Colorado Springs, CO 80903. (800) 748-1799. CO. (346-48)

Mechanic Needed
Experienced full or part time. Marina Suzuki. Info: (310) 306-8595. CA. (247-49)

Parts Manager/Parts Helper
Must have experience, large volume Southern Calif. dealer. Excellent pay. Contact Peter or Paul at Anaheim Yamaha Kawasaki. (714) 563-1700 or fax resume (714) 563-2429. CA. (247-48)

Seeking Parts/Service Pro
Daynamic multi-line dealership in northern California is looking for specialists with experience in service parts and accessories. Excellent pay and benefits. Please call (408) 377-8780 or fax resume (408) 377-4666. CA. (247-48)

Race Tech
We are expanding and looking for salesmen also, suspension technician. Call and ask for Mike at (909) 594-7755. CA. (247-50)

Product Research Assistant
Yoshimura R&D of America is now excepting resumes for the position of Product Research Assistant. Prospective candidate should exemplify the following experience or schooling. A.S. degree or equivalent, concept to production skills, AutoCad/CNC, and motorcycle enthusiasm is a must. Fax resume to (909) 591-2198. Attention: Robert. No phone calls please. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. CA. (247-50)

H-D Technicians Wanted
For dealership in Nor. Cal. Must have prior dealership experience, Factory trained and Phd qualified, dependable and have own tools. Benefits. Fax resume and references to: (916) 893-1965. CA. (247-48)

Salesman & Service Tech.
We just moved into our new 25,000 sq.ft. facility and need another top notch mechanic and sales person. Guarranteed income, insurance, 5 day work week. M/C - W/C experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955 - Dale. NV. (247-50)

Service Mgr - Mechanic - Parts
Kawasaki Jet Ski no. 1 in LA County. Immediate position available. Burbank Kawasaki (818) 848-3630, fax (818) 848-6627. CA. (246-48)

Service Writer - Tampa, FL
Service advisor position, experience helpful or will train, MMIAMI graduate desirable, 5-day week, good benefits, salary plus bonuses. Apply to Honda, Suzuki, Kawasaki West, 13521 N. Florida, Tampa, FL 33613. Fax (813) 968-8448, (813) 968-7888. FL. (247-48)

Parts/Retail Sales
At so. Nevada's only Harley Davidson dealer positions now open for experienced parts tech. and retail clothing sales. Salary depends on experience. Fax resume to: (702) 431-8499. NV. (347-50)

Mechanics Wanted
Experienced in entry level. Work on all Japanese makes and KTMs. Excellent pay and benefits. Year round work in Austin, Texas. (512) 453-6255 fax resumes to: TJ's Cycle Sales and Service (512) 453-7099. TX. (348-50)

★Technicians★
Tired of turning wrenches? Looking for a rewarding career? Technical instructors needed in all areas of motorcycle repair for our Phoenix, AZ and Orlando, FL campuses. Teaching experience not required. We will train you. If you: -have a strong desire to help others learn and succeed, -have a minimum 5 years recent motorcycle dealership experience. We offer: -paid training, -five day work week, -paid vacation, -growth potential, -401(K) and profit sharing. If this sounds like the opportunity you've been waiting for, call Larry Barrington at 1(800) 528-7995 in Phoenix, AZ or Bernie Thompson 1(800) 342-9253 in Orlando, FL. AZ. (248-01)

Technicians
San Diego's House of Motorcycles is looking for quality individuals to join our service team. Top notch mechanics with minimum of 5 years of dealership experience. Only the best need apply. Excellent pay and year round work in San Diego. PWC experience a definite plus. Honda, Yamaha, Kawasaki, Suzuki and Sea-Doo. San Diego's House of Motorcycles, 4904 El Cajon Blvd., San Diego, CA 92115. (619) 229-7700. CA. (248)

EXPERIENCED MECHANIC $25 per hour. Cole Brothers. (818) 980-3715. CA. (248-TFN)

Technicians/Sales
BMW, Triumph, Kawasaki growing dealership in upstate NY is currently seeking qualified. Enthusiastic technicians and sales staff. Verifiable experience and work history a must. Excellent opportunity. Please call or Fax resume to Ron Voiu (518) 377-8600, fax (518) 377-9040. Berkshire Motor Works, Scheacutady, NY. NY. (348-01)

Instructional Designer/Instructor
Responsible for designing, writing and presenting training programs as well as producing handout materials for training for Kawasaki Dealer Service Mechanics. Must have a strong mechanical background in the automotive or motorcycle fields with Kawasaki dealership experience preferred. Must also be able to communicate effectively in a classroom environment. Writing and editing skills with attention to detail and PC knowledge are a must. Requires college degree & 5 years related exp. Please send your resume to: Kawasaki Motors Corp., USA, Attn: HR Dept Instructor, 9950 Jeronimo Rd., Irvine, CA 92718. Equal Opportunity Works Here! CA. (348)

Sales Manager
Established motorsports dealership in Illinois has an opening for a personable take - charge individual to head our sales dept. Excellent compensation along with a huge opportunity for growth awaits right person. Responsilibities include sales, F&I and training. Mail or fax resume, or call Jim Swan at (708) 971-2602, fax (708) 971-8991. Yamaha of Downers Grove, 330 Ogden Ave., Downers Grove, IL 60515. IL. (348-50/EOI)

Sales Manager
Sales mgr. or key salesperson for Marine & watercraft division. Celebrity boats, Sea-Doo jetboats, and hundres of Sea-Doo, Kawasaki and Yamaha PWCs. Responsible for sales, marketing, training and division profitability. Large, modern dealership on 5 acres. Excellent pay and position with superb long term opportunity. Resume to Cycle Sports, 5103 Portland Rd., N.E., Salem, Ore. Attn: Scott (503) 390-9000. OR. (248)

Wally Cycle World
Expanding company needs sales and service employee's. Apply in person at 473 W. Baseline, San Bernardino, CA 92410. (909) 885-6662. CA. (248-01)

Assembly/PDI Tech., Tampa, FL
Multi-line dealer has 2 openings for set-up and PDI technician. Experience helpful. Apply to Honda - Suzuki - Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. Fax (813) 968-8448, (813) 968-7888. FL. (248)

Sales Person Wanted
Large Southern Calif. M/C watercraft dealer seeks motivated experienced sales person. Aggressive pay plan with excellent growth potential. Fax (714) 859-7660, tel. (714) 859-3186. CA. (248-50)

Mechanic Wanted
Honda-Yamaha-Sea-Doo, 5 years minimum experience. Solid position. Call (319) 524-2604 Midwest Performance, Keokuk, Iowa. IA. (148-49)

Mechanic-Lead Person
Breckenridge, Colorado. Great place to live year round! Experience/tools required. Snowmobile experience required. Call Cleve Edwards (refer to lead person when calling). (800) 891-7639. CO. (248-49)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

DEALERSHIPS AVAILABLE: European & Japanese. Liquidation prices! Call Aaron (606) 233-9876. The Milgrom Group, Inc. Re/Max All Star Realty, Inc. KY. (342-50)

For Lease On Track M/C Facility
At Willow Springs Raceway. New 5,200 sq. ft. building, all or part with dyno available. Call Bob. (800) 266-4464. CA. (345-48)

Wanted! Wanted!
I would like to purchase a motorcycle dealership. Midwest, Mid-atlantic, Southeast, Southwest. Respond to: 2912 Pecan Cr., Bedford, TX 76021. TX. (345-48)

BMW Franchise For Sale
Includes all parts, accessories, tools manuals, computer, shop and office equip. and sign. Ask for John or Robert (805) 928-2050. CA. (347-48)

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to $800,000. Free recorded message. (707) 448-0270. (KB7). CA. (148)

CYCLE NEWS®

Ballcaps

Cover up that helmet hair with the new Cycle News "CN Baseball Hat." Available in three styles and color combinations, each hat features the new "CN" design embroidered on the front of the high-quality felt top, and the arched "Cycle News" logo embroidered on the back over the adjustable headband. Order your CN Ballcap today!

$16.95 each

California Residents add 7.25% Sales Tax / LA County Residents add 8.25% Sales Tax

To Order, use the Cycle News product order form in the back of this issue or

VISA Call to order (310) 427-7433 9am to 5pm PST MasterCard

'93 Kawasaki Concourse
Box stock, with 3,500 miles! Always garaged. Well maintained. $4,500. License to May 1996. (818) 246-7301 days, (818) 957-3530 evenings. CA. (347-48)

Dealers...
Are used bikes getting hard to come by? Use the Cycle News Want Ads to buy & sell the bikes you need for your inventory! (548)

1994 GSXR750 Suzuki
Yosh. factory bike, ex. Tom Kipp, '94 AMA Supersport champ. One race on fresh engine. All the best stuff. $8,000/obo. (612) 591-7659. MN. (347-48)

ROTAX 614. Knight ultra-light chassis, fresh Woods 614 engine, ready to race, extras, $6,000. (408) 629-6051. CA. (347-48)

WANTED: MAG WHEELS for '79 Yamaha TZ 750; stock wheels '93 Honda XR 600. (614) 862-8079. OH. (347-48)

New 1994 1/2 Husaberg FE501
5 tanks of gas, will not ship. $4,000. (717) 724-6904. PA. (347-48)

1990 Ducati 906
12,000 miles, FBF heads and pistons, Mick flat-slides, Corbin and more. $5,800/obo. (909) 866-2333, (909) 585-8596. CA. (247-48)

'96 RM 125 Frame Guards
Available now! The exact frame guards that Team Suzuki uses. Simple installation. Dealers welcome. Works Connection. $49.95 pair. (800) 349-1475. CA. (247-48/P)

Suzuki GSXR Parts
'93-'94 38mm CV750 carbs $300. Radiator/fan $125. Handlebars $60. '92 GSXR1100 motor, 2k miles $2,000. '90 GSXR750 motor $800. '89 GSXR750 motor $600. '92 1100 inverted front end $600. '92 wheels $400/set. '92 GSXR1100 frame with clean title $1,200. Huge inventory. Call Performance Connection (617) 631-6902, leave message. MA. (347-48)

Attn: XR 400 Riders
Bolt on 4 extra hp. with our new carb kits $349 or just get rid of hard starting and stock stumble for $49.95. Call Tri City Cycle now! (970) 667-4771. CO. (347-48)

28' Toyhouse 5th Wheel
'89 Toyhouse with many extras, custom racks for 5 bikes, generator, solar, dual-batt., 100 gal. water., excellent condition, $14,500 with hitch assembly. Bob (408) 425-0924. (347-48)

Husqvarna 250 1987
Like new condition, must see. First $1,150 takes it. Call after 5:30 p.m. (805) 665-9046. CA. (347-48)

1995 KTM Dual Sports
620s and 400s just in time for Fall. Rally hand guards, luggage rack and footpeg kit included. ($165 value) Call for special pricing. KTM of Mojave. (805) 824-4911. CA. (247-48)

Rearsets
FZR, F2, F3, ZX6R, ZX7, ZX9. (800) 356-4230. PA. (247-21)

'95 Custom RV Bike Hauler
Power stroke diesel, 5k miles. Self contained, sleeps 4, holds 3 bikes, best of everything. $60,000 in it. B/O. (708) 946-0999. IL. (347-49/P)

PM Wheels For F2
Brand new used only one lap, with sprockets, stock wheels, carbs with air-box. Ask for Joe (410) 381-0650, (301) 776-6932. MD. (347-48)

1977 Bultaco Pursang 370cc
Restored to show condition. Will send photos. It's beautiful. $3,000. (310) 630-3709. CA. (347-48)

600 XL HONDA DIRT TRACKER: excellent DTX or Open amateur bike. $1,795. Spares. (317) 459-3860, 9-6. IN. (347-48)

'92 TZ250D
Excellent condition, just rebuilt, stored 2 yrs., complete spares kit plus, $8,900. Rick (410) 879-8145. MD. (347-49)

Parting '94 ZX7 & 6
(914) 623-5446. NY. (347-50)

Parting '93 FZR1000
(914) 623-5446. NY. (347-50)

Ducati 916
Too many extras to list - available separately. Low miles, excellent condition. $13,800 plus extras. (713) 949-5947. TX. (147-48)

1994 XR600 Dualsport
Street legal, suspension kept fresh by Fineline Racing, very clean, XRs Only chain guide, Renthal sprockets, O-Ring chain, 125 watt lighting coil, new plastic, new seat cover, large footpegs, Thumper Racing exhaust tip. $3,600. Extra stock gas tank $50. (714) 968-5310. CA. (347-48)

1991 Suzuki GSXR1127
Engine has been modified for power, runs smooth. $6,000/obo. 9-7 CST (913) 233-2453, after 7p.m. (913) 273-7209. KS. (347-48)

1995 Gas-Gas 250
Low hours, excellent condition. New sprockets, Regina O-ring chain, steel clutch plates, rings. Plus many other new parts. $4,900/obo. (513) 592-9925. OH. (347-48)

Dealers...
Tired of tearing off the tops of your Cycle News covers, trying to figure out the difference on your billing? Call (310) 427-7433 & talk to our Dealer Sales Manager to convert to "Plan B", to sell Cycle News without returns. Better dealer price, and less paperwork! (548)

1994 Honda CBR600F2 Motor
With carbs, CDI box, and Yosh Zyclone header. $1,600. Will separate. (608) 592-7734. WI. (347-49)

'92 ZX-7 Parts
No engine. Frt. forks with clamps $600, tank $150, complete fairing $400. Many more parts. Call Donnie. (515) 462-1570. IA. (147-48)

Attention Dirt Trackers
Venolia pistons for Rotaxs, Total seal rings, stainless valves, titanium valves, springs, Bird pipes, "adjustable triple clamps", brake hangers, clutch arm assemblies for XR750s. TLC Racing, (216) 644-0709. OH. (047-48)

ZX-11 Keihin 41mm Race Carbs
First $500. Take them. (516) 474-2054. NY.(347-48)

KX 80 Flat Tracker
1989 front spool ported rebuilt motor powder coated new plastic $1,500. Lowered. (415) 369-3844. CA. (347-48)

650 Hawk - 68 Hp
Wiseco, Carillo, Costa Mesa crank, CR trans., EDCO heads, Megacycle, blackbox, powershifter, 39 Keihin, '94 F2 forks, Ohlins, VFR rear wheel, lightened hub. Ramair tank, RVF/RC30 body. Fresh top end, suspension. Spares, National level BOT racer. $4,500. (415) 863-0967. CA. (347-48)

"AMA" PIN PLAQUE II offical licensed product four AMA logos avail. $34.95, plain $24.95 plus $4 S/H. Visa/MC. (916) 677-4321. CA. (346-48/P)

Ohlins Shock
Fits Honda XR250 and 600. '90-'96 brand new paid $675. Sell for $475 firm. (909) 681-7550. CA. (048)

CBR900 Magazine Bike
Featured in Oct. issue of Sport Rider. Superbike spec. chassis with 918cc Velasco built motor low miles 135 bhp 408 lbs. wet one of maybe a dozen street bikes in the country this finished and detailed 25,000 bike immaculate and fresh. Call for details $14,500/obo. Possible financing available (805) 526-4430. CA. (348-49)

PARTING ALL YEARS and models GSXR, CBR, FZR, Ninja. Big volume, fast turnaround, excellent prices, money back quarantee. C.O.D., Visa, Discover, MC, AMex. U.P.S. daily. Sport Cycle Center. (804) 451-3360. VA. (148-49)

Aprilia RS 125, 1994
Good U.S. title!!!! 1995 purple/red paint scheme. New tires, new piston/rings, new clutch. Turns lots of heads! Beautiful and rare!! parts available...best offer, leave message and number at (414) 233-1127. WI. (148-49)

For Sale H.D. Collectables
Great Christmas gifts, don't miss out. Call for info. (503) 263-2388. OR. (148-49)

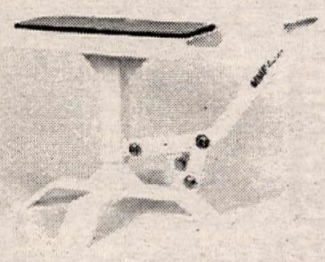
Super DR350 Suzuki Super
Excellent condition, very fast. Ultimate dual purpose bike. White Bros. exhaust, Mikuni carb., fresh motor, head flowed, ported, Pro Taper bars, revalved suspension, spare forks, front wheel complete. $1,500. (510) 220-2500. CA. (148-49)

ROTAX FRAME C&J single shock, including Works shock, brakes, glass, adjustable t. clamps $1,300. (810) 634-1933. MI. (148-49)

Viper Wheels For Sale
Black anodized disc. Front and rear tires and wheels with sprockets and carrier. Also, Viper seat tank combo. Make offer. Also, TT500 Performance stuff wanted. (801) 572-6720 days, (801) 451-7861 eves. Ask for Phil. UT. (148)

Honda CR Engines
New '96 CR125 $2,095 with carb. New '96 CR250 $2,595 with carb. New '95 CR250 $2,295. In stock. Can UPS. Sale price until Dec. 31st. Williamson Honda, Mill Hall, PA. (717) 726-3343. PA. (348-50)

F-2 ENGINE, internals, street parts. Sharkskinz upper and supersport tail. Ohlins shock. One piece chest and back protector. (800) 858-0310. TX. (148)



MMF Aluminum Liftstand
Light weight, quick release. $74.95. Dealer inquires invited. (800) 426-0086. CA. (348-02/P)

Dealers...
Do you have a back room full of old and obsolete parts? Sell them in the Cycle News Want Ads and Collectors ads! (548)

CR80 Fourstroke
Bored and stroked 121cc XR100 motor, ground up rebuild, new '95 plastic, every piece new, quick, reliable and priced to sell. Must sell. $2,150. (714) 998-4663. CA. (148-49)

DUCATI 851/888 race cams, factory type "G" as used by Doug Polen in World Superbike. Brand new in box. $1,200. Martin (800) 421-0233. KS. (148)

1993 ATK 605
Low hours, excellent condition, Delorto carb, new tires, chain and sprockets. $4,500/obo. (310) 318-5269. CA. (148)

Sponsorships
Everybody needs help. The Sponsorship Connection will circulate your resume to hundreds of companies through our national publication printed quarterly. Send resume and $9.95 per issue to: Sponsorship Connection, 7119 E. Shea Blvd., Suite 109-282, Scottsdale, AZ 85254. Companies send business letterhead or card for free subscription 1st issue Feb. AZ. (148)

1995 CR250/CR125
Both excellent condition. Also 12 foot Wells Cargo enclosed trailer. Tons of extras. Excellent price for everything. (801) 438-5388. UT. (148-50)

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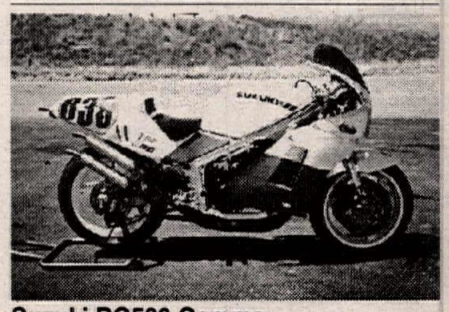

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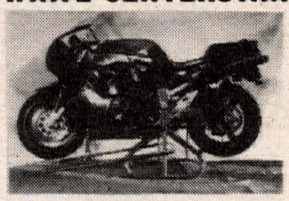

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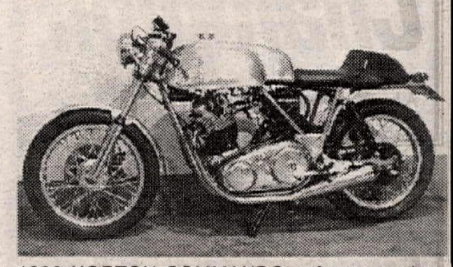

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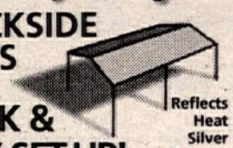

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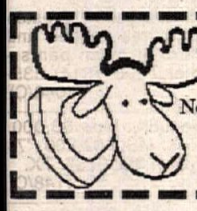

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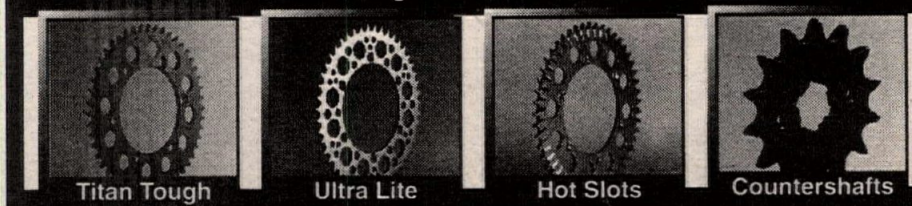

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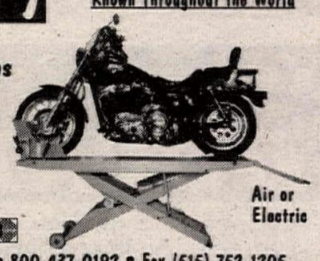

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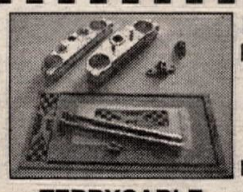

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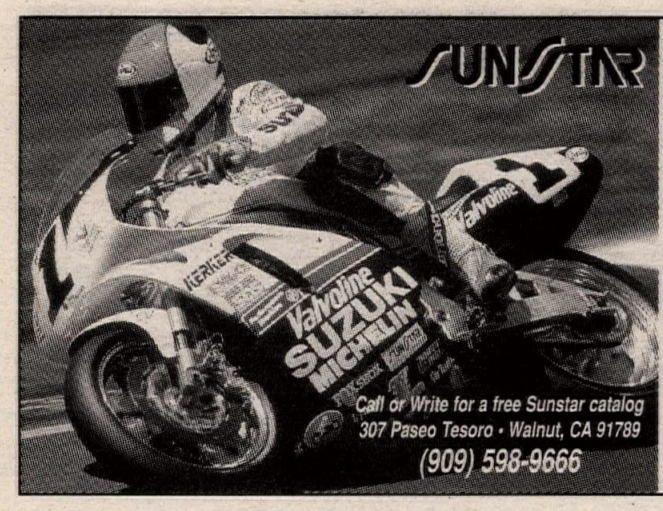

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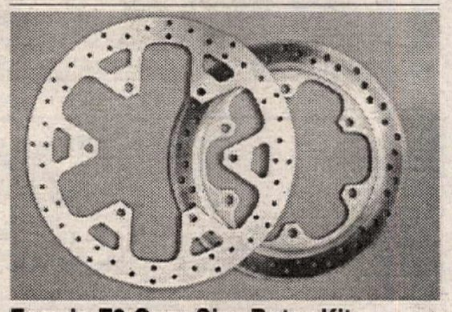

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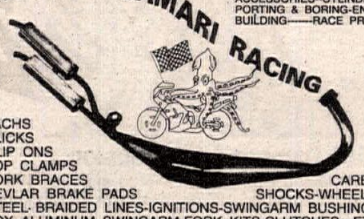

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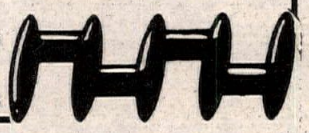

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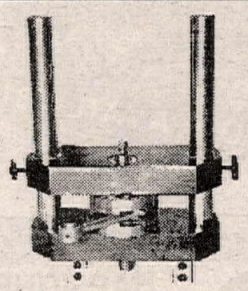

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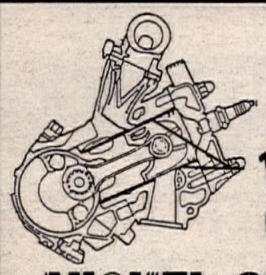

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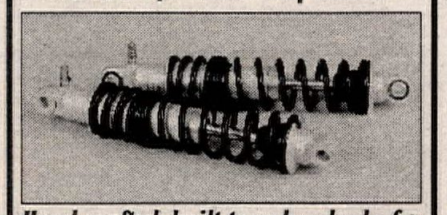

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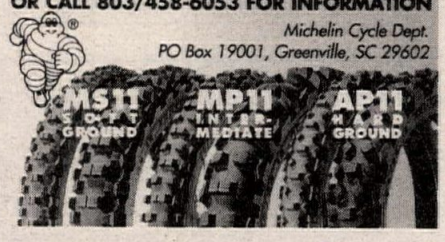

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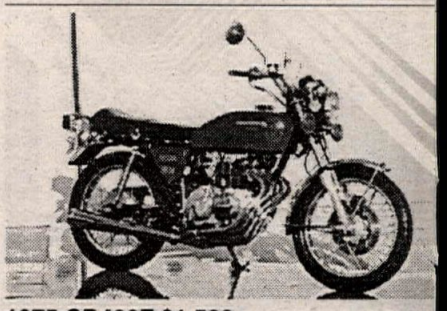

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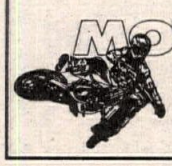

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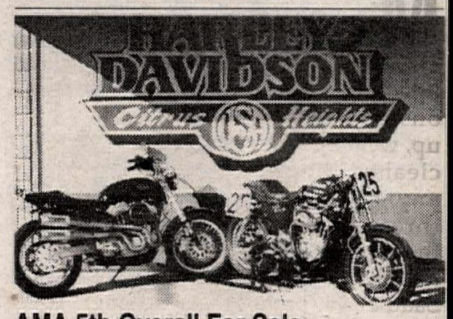

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DNF

By Mark Hoyer

It's a hell of a thing to call a guy's column. "DNF" isn't clever, nor dashing - and it wasn't even my choice. But that's what I got when I was pushed (at the last minute, like now) to write the very first column of my young moto-journalist career roughly one year ago. That column was about a trial I rode - my first trial, incidentally - and my second-ever competitive dirt-riding outing. I didn't finish (they wanted me to ride that torture loop *three* times!), and so the name.

My dirt-racing debut came at the 1994 *Cycle News* Christmas Grand Prix at Carlsbad Raceway in Southern California. That Grand Prix was my first officially sanctioned race on a motorcycle, on the road or off, ever. And every one of the other racers had a choice when it came to their mount; being the greenest guy on the staff (personal hygiene notwithstanding), choice was not an option. Initially I was led to believe that I could choose, and given the choice, I opted for the Honda CR125. My thoughts were that I'd be least likely to end up on a stretcher if there wasn't too much blast connected to the right handgrip.

Men can be cruel. When the trash-talking and chest-pounding started getting in the way of the usually highly professional working relationships here in the esteemed editorial offices, I happened across the final list of riders and which bikes they would be riding: "#14 Mark Hoyer - CR500." Being the copy editor at the time, my first assumption was that is was a typo. I got out my mighty red pen and made the correction: "#14 Mark Hoyer - CR125." I felt better...until I noticed a small error of redundancy: The 125 was already on this list - right next to the name of one of the ad salesmen for our sister publication *Personal Watercraft Illustrated*. Surely, even being the lowest-ranked member of the editorial department, I'd still come before an ad guy. No change came through, no last-minute pardon from the governor, and I was stuck with the monster open-classer and sure death. A rite of passage, I think they call it.

The race was a disaster. First the slow guys passed me. Then the corner workers/track marshalls passed me. I knew I was in trouble when they later lapped me. My "speed" on the track probably left some of the other racers wondering if they had perhaps wandered onto a trials loop (though it was certainly a good warmup for my upcoming trial). The only time the wheels came off the ground was when the bike was upside down and laying on top of me.

When eventual winner Chris Jonnum (departed *CN* editor now swimming for a living at *PWI*) passed me just around halfway through my second loop...er, I mean lap, I couldn't believe how fast he was going. Jonnum probably thought, "Oh, how thoughtful: public sculpture to beautify the course. Too bad the artist didn't do a little research, that rider's form is terrible."

I went on to round out the top 15. Because of my glacial pace the next race was already lined up and waiting to start as I crossed the finish line. Boy, they sure looked bored.

That finish was forgotten as the more-recent non-finish from the trial shone brightly in the eyes of my fellow editors, and the name for my column stuck.

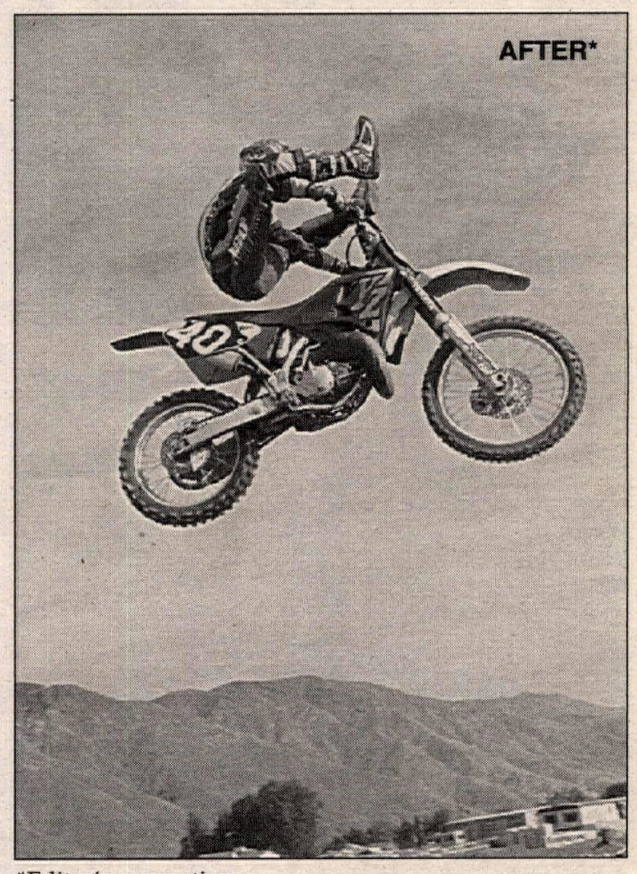
Trials was a pretty rough experience, though I initially thought because they customarily went so slowly that I might do all right. Having clearly been wrong, I decided to try my hand in the *real* off-road scene: The Sawmill National Enduro. To think, I'd be riding on the same course as Ty Davis, Randy Hawkins and Steve Hatch - albeit on minute 117.

That career lasted exactly three checks, when my machine fouled its final spark plug. I'd already put three plugs in before (two prior to the start) and I was determined to make it to the end and get my finisher's pin - so I started kicking. And kicking. Half an hour later I was still kicking, when a narrow downhill trail caught my eye. "Ah, gravity - I didn't get a D in physics for nothing." So I pushed the bike to the trail head, gave a mighty shove and headed for internal combustion (the bike's, not my own). There wasn't even a teaser after I dumped the clutch, just that wide-open-throttle baaaahhhhh that fades away with your diminishing momentum. Take my advice, once you foul a plug and don't have another to replace it, find some shade, sit down and let your mind wander - because you won't be.

A 117th-minute start pretty much ensures that there won't be too many riders coming up from behind you, and now I was off the trail a few hundred yards and completely out of sight. Of course, in my countless minutes of preparation for the event, I didn't bring any food, or even water. Yeah, I was eventually rescued, but I had to suffer the humiliation of being towed back to the start by a guy riding a quad - and the humiliation of another failure to finish.

Which brings me to this year's Grand Prix. I will finish, and not in last place. See, now I've got *experience*, and I've made some progress. The focus of my training has been shifted - no more trials, no enduros. I needed speed. I needed to catch air. I needed to not get lost. I went motocrossing. You'll note from the accompanying photographs a distinct improvement in style after my numerous (two) secret test sessions.

Everyone needs goals, and the motivation for my improvement is a potential bald head. Genetics aside, I've decided that I must beat editor Carruthers. If I do, you'll know, because his head will be shaved. This year's Grand Prix will be different, and I will have enough justification, Carruthers' bald head as proof, to change the name on this space. CN



*Editor's conception

LOOKING BACK...

25 YEARS AGO... DECEMBER 15, 1970

Maico's Ake Jonsson, who already had the Inter-Am championship looked up, went out and cleaned house anyway in all three motos of the series Finale at Southern California's Saddleback park. Husky's **Bengt Aberg** rounded out the day and the season with a second, and third (fifth in series) went to **Sylvain Geboers** on a works Suzuki... As an indoor short track series in San Jose came down to its final race, **Bill Morgan** had such a lead that he only had to make the main event to win the series, while **Dave Hansen** had to win even if Morgan didn't get there. Well, Morgan's engine stopped in a heat race and Hansen went on to win the main event and the championship... The first Laugh-In Trials, for press and industry types, was held at Saddleback Park, and Greeves' **Nick Nicholson** got the award for good riding. **Ivan Wagar** got the prize for worst performance in a section.

15 YEARS AGO... DECEMBER 10, 1980

Lady luck smiled on **Bruce Lair**, the big winner out of 496 participants in the second annual *Cycle News* Barstow to Vegas Road Ride and Poker Run. Lair drew a king-high straight flush to tie for best hand of the day, then drew high card for the win. The runner-up claimed to be **Ziggy Stardust**, but he may have just been a lad insane... An unorganized Barstow to Vegas trail ride drew hundreds of entrants, including activist **Louis McKey**, also known as the Phantom Duck of the Desert, who finished on a dual-purpose Yamaha 250. State Assemblyman **Bob Hayes** was not so fortunate, suffering a breakdown of his Suzuki 125... **Carlos Serrano** racked up wins in the 125 and 250cc classes in the Copa de Cuba, held in Via Clara. Serrano topped Russian, Belgian, Canadian and Mexican motocrossers and reportedly shaved three seconds off a track lap record.

5 YEARS AGO... DECEMBER 5, 1990

Sailing his Kawasaki across the cover was **Jeff Matiasevich**, winner at the Tokyo Supercross. Matiasevich injured himself and the bike during the parade lap, but came back to dominate the main event. National 250cc Champion **Jeff Stanton** finished second, putting him just one point shy of clinching the Masters of Motocross Series, while National 125cc Champion **Guy Cooper** took third... **Terry Rymer** won the final round of the Superbike World Championship in Manfeild, New Zealand. World Champion **Raymond Roche** was second to Rymer in the first race, and was leading in lap 22 of the second when the oil filter fell off his Ducati and put him out of action. **Rob Phillis** won the second race and second overall on the day... **Duane Conner** took the overall Pro-class win at the first round of the Hare Scrambles Series in Cadiz, Kentucky. A total of 211 riders campaigned the six-mile wooded course. **Tony Hendon** was second and **Terry Cunningham** was third. CN

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